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Scrap Book

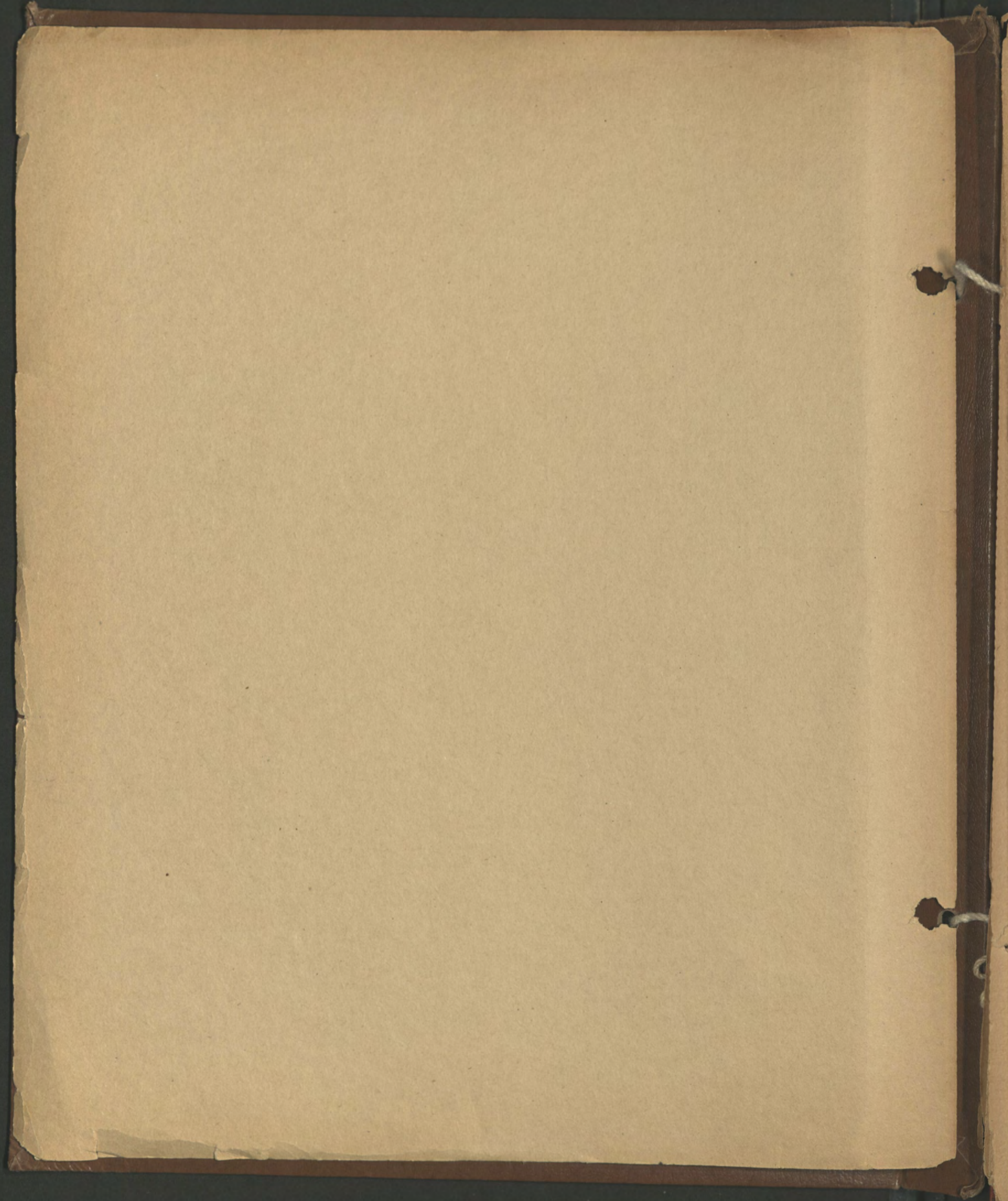


WARS

I.

Revolution thru Civil War

Civil War Veterans in
Separate Book



From the Historical and Genealogical Register.
Nantucket in the Revolution.

BY ALEXANDER STARBUCK.

During the year 1781, in spite of the protests to the British commanders, the islanders were constantly harassed by the depredations of English cruisers, they even entering the harbor to pursue their aggressions, and it remained as a last resort of the inhabitants to prepare a memorial and send it by Samuel Starbuck, William Rotch and Benjamin Hussey, to Admiral Digby, at New-York, to obtain some relief. They represented to him in strong terms, dictated by earnest feeling, the embarrassing situation of the people of the town, and from him obtained an order forbidding any further molestation of their persons or property within the bar of the harbor. Subsequently he granted them several permits for vessels to whale. This of course created some commotion upon the continent, where, though not positively known, it was more than suspected that it was done by permission of the English commander, but those in authority were fully aware of the desperate strait to which the people were reduced, and that the alternative was leniency or starvation, and rather favored than condemned the proceeding.* The means of support in almost all the southeastern towns, were precarious,

and we find petitions from nearly every town on the Cape, those on the Vineyard and along the shores of Buzzard's Bay, praying for aid in procuring provisions, and pleading poverty in extenuation for the failure to pay taxes. If this was the case on the continent, how much more must it have been the case with those on the islands! In this same year we find a return of a cartel from Commodore Affleck with eleven Nantucket men on board who were taken prisoners by the English, and carried into New-York.

In 1782 the town was again convened and the following petition,* which is its own explanation, was sent to the general court.

"To the General Court of the Commonwealth of Massachusetts conven'd at Boston.

"The Memorial of the Inhabitants of the Island of Nantucket in Town Meeting Assembled in Sherbourn the 25th of Sept. 1782, Sheweth:

"That your Memorialists are again under the disagreeable necessity of craving your serious consideration of the real state of this Island, whereby you may more fully enter into the views of those who are frequently circulating unfavourable reports against us, which for want of due attention to the many peculiar inconveniences we labour under, prevents the proper allowances that our exposed situation demands, which in the end may not only be ruinous to us, but greatly detrimental to the Commonwealth at large.

"Circumstanc'd as we are in the course of Providence, intirely out of the line of protection by either of the powers now at War, we apprehend justice & good policy will ever dictate, to nourish & cherish rather than suffer to be destroy'd a people (whose peculiar Local situation exposes them to many insults, which the peaceable principles of some, and sound policy of others, commands them to conceal, although their sensibility of injuries may be as keen as other mens), who perhaps have been, & possibly may yet be as useful to the community at large, as any part of its body of equal magnitude. Our Trials have been many and severe: frequently surrounded by hostile invasions, & threatened destruction. Would it be strange if in the hour of distress, the powerful influence of the great law of self-preservation should lead us into acts, which on the return of tranquility and cool reflection, we could not fully justify? Yet through the favour of superintending Providence, our greatest Enemies can hardly charge us with any material deviation, in this respect.

"People secured by internal retreats, or surrounded by numerous Inhabitants, ready at the first alarm to lend protecting aid, may have but faint Ideas of the sufferings of those that are constantly exposed to every hostile Invader; and in the hour of distress are left under Providence to the exertion only of their own skill and prudence to extricate themselves; and every step in these trying moments narrowly watch'd that if any slip should be made, or little foible committed, it may be magnified into the greatest crime. We therefore hope your collective Wisdom and justice will unite in an impartial review of the true situation & circumstances of this Island, together with the general conduct of its Inhabitants; considering at the same time, the long and arduous task, we have had to pass through, & then we have no doubt it will meet the approbation, of the cool dispassionate and judicious, and lead the Court into the reasonable necessity as well as justice to relax in some measure the reins of Government respecting this place. We have long struggled without Expence to the publick, & we have no doubt with that encouragement which we have reason to expect we may still continue & have an existence, without any burthen to the Community.

"We find there are some reports, circulated on the Continent, & in particular in the Town of Boston, charging the Inhabitants of this Town with carrying on a great trade to & from New-York. And least such reports should reach the Legislative body of this Commonwealth, & that we might thereby be injured, we think it our duty to say: That notwithstanding we can as a Town disclaim every Idea of the charge, as no Body, or Society of men can or ought to be accountable for the conduct of a few Individuals, especially where particular Laws are in force to prevent it. Nevertheless we wish not to avail ourselves even of that right in this particular instance: for although the charge of a great Trade even as to individuals is false; Yet we shall not presume to say that no Trade hath been carried on in that channel, but we can say we believe very little hath been done by the Inhabitants of this Island, & very few have been concerned therein: We have good reason to believe that the principal part of that Trade hath been carried on by persons belonging to the Continent, who have made this the pass way for their Goods, in which the Inhabitants have not been concern'd but are injured thereby, yet this quantity we apprehend is but a small portion that the reports of our Enemies have suggested. We now beg leave to throw a few hints before you respecting the Whalefishery, as a matter of great importance to this Commonwealth. This place before the War, was the First in that branch of business, & employed more than One Hundred Sail of good Vessels therein, which furnish'd a support not only for Five Thousand Inhabitants here,

*Petitions, vol. 183, p. 124.

†It was a notorious fact that many Tories made Nantucket a place of refuge when hard pressed. Nathaniel Freeman, Esq., the vigilant guardian of the rights of the colony throughout the counties of Barnstable, Dukes and Nantucket, in his letters to the council instances several who have gone there from the Cape, and urges their arrest. In no one of his communications does he, even by inference denounce the islanders, and surely no one away from the island was in better position or better qualified to judge of the truth of these slanders than he. He speaks of some goods belonging to Tories stored there, and, by his recommendation I think, Barachiah Bassett was sent to seize them, but no hint is given that the inhabitants of Nantucket are therein responsible.

but for Thousands elsewhere, no place so well adapted for the good of the Community at large as Nantucket, it being destitute of every material necessary in the Business, and the inhabitants might be called Factors for the Continent rather than Principals; as the war increased the Fishery ceased, until necessity obliged us to make trial the last Year, with about seventeen sail of Vessels, Two of which were captured & carried to New-York, & one was burnt; the others made saving voyages. The present Year we employed about Twenty Four sail in the same business, which have mostly completed their Voyages, but with little success; & a great loss will ensue: this we apprehend is greatly owing to the circumscribed situation of the Fishery. We are now fully sensible that it can no longer be pursued by us, unless we have free liberty both from Great Britain & America to fish without interruption: As we now find One of our Vessels is captured & carried to New-York, but without any Oil on board, and Two others have lately been taken & carried into Boston &

Salem, under pretence of having double papers on board.* (Nevertheless we presume the captors will not say that any of our Whalemens have gone into New-York during the season as such a charge would have no foundation in Truth). And if due attention is not paid to this valuable branch, which if it was viewed in all its parts, perhaps would appear the most advantageous, of any possess'd by this Government, it will be intirely lost, if the War continues: We view it with regret & mention it with concern, & from the gloomy prospect now before us, we apprehend many of the Inhabitants must quit the Island, not being able even to provide necessities for the approaching Winter: some will retreat to the Continent & set down in the Western Governments; and the most active in the Fishery will most probably go to distant Countries, where they can have every encouragement, by Nations who are eagerly wishing to embrace so favourable an opportunity to accomplish their desires; which will be a great loss to the Continent in general, but much more to this Government in particular. We beg leave to impress the consideration of this important subject, not as the judgment of an insignificant few, but of a Town which a few years since stood the Third in Rank (if we mistake not) in bearing the Burthens of Government;† It was then prosperous and abundant with plenty, it is yet populous but is covered with poverty.

"Your Memorialists have made choice of Samuel Starbuck, Josiah Barker, William Rotch, Stephen Hussey and Timothy Folger, as their Committee who can speak more fully to the several matters contain'd in this memorial, or any other thing that may concern this County, to whom we desire to refer you.

Signed in behalf of the Town by
 FREDERICK FOLGER, Town Clerk."

The representations of the committee produced a good effect, and the committee appointed by the legislature to consider the memorial (George Cabot, Esq., of the Senate, and Gen. Ward and Col. McCobb of the house), made the following recommendation.‡

"The Committee of both Houses, appointed to consider the Memorial of the Inhabitants of the Island of Nantucket and report what may be proper to be done thereon, have attended that service and beg leave to report: That altho' the Facts set forth in said Memorial are true and the Memorialists deserve Relief in the Premises, yet as no adequate Relief can be given them but by the United States in Congress assembled, therefore it is the opinion of the Committee that the said Memorial be referred to the consideration of Congress, and the Delegates of this Commonwealth be required to use their Endeavours to impress Congress with just Ideas of the high worth & Importance of the Whale fishery to the United States in general & this State in particular.

pr Order GEORGE CABOT."

William Rotch and Samuel Starbuck were also sent to Philadelphia to help secure the favorable action of congress, and arrived there in mid-winter. One of the Massachusetts members to whom they applied was greatly prejudiced against them, and Mr. Rotch conversed for two hours with him apparently without effect. At last he asked him, "Is the Whale Fishery worth preserving to this Country?" "Yes."

*Accompanying this petition or memorial, which the writer judges was mainly the work of William Rotch, is the following document:

"Perhaps some of those Reports may have originated from this—a Committee of our Island in the fore-part of the year 17— applied to some of the Members of the General Court and spread before them the peculiar circumstances where the Island was involved, one whereof was that our Vessels whenever they passed in or out were perfectly under the control of the Britons, and it was therefore necessary that permits should be obtained from them for our Vessels to proceed on the Whale fishery—since which some of them have been taken by the American Privateers for having such Permits—and we are thereby reduced to this difficulty that if we carry our Vessels over the bar without permits from the British Admiral they are made prize to the Britons—if they have such permits they are taken by our own Countrymen—and our harbour is therefore completely shut up—and all our prospects terminate in poverty and distress—what gives us great concern is that our people who understand the Whale fishery will be driven to foreign neutral Countries and many years must pass away before we shall again be enabled to pursue a branch of business which hath been in times past our support and hath yielded such large aids to the Commerce of this Country."

†During the year 1780, in addition to taxes the following requisition was made by the state on Nantucket: 111 prs. each of shoes, stockings and shirts and 65 blankets; also 77,352 lbs of beef. And in 1781 for 88 prs. each of shoes, stockings and shirts and 44 blankets; also 20,976 lbs. of beef. And this was drawn from an already impoverished town.

‡This recommendation was adopted and the delegates were so instructed. At this point it may be proper to say that apparently few of our statesmen of that period save those from New-England seemed to appreciate the importance of this business to the country, and certainly none of our diplomatists concerned in the treaty of peace, save John Adams appeared equal to the situation in this regard. Had they been this would have been, as Mr. Adams strenuously urged, an ultimatum and much ill feeling and expense saved, and the United States have extended from the Gulf of Mexico to the Arctic Ocean.

§See "Works of John Adams," particularly vol. vii. In a letter to Mr. Adams, Jan. 12, 1786, James Bowdoin estimates the average annual value of oil imported by Nantucket at \$205,000.

"Can it be preserved in the present state of things by any place except Nantucket?" "No." "Can we preserve it unless you and the British will both give us Permits?" "No." "Then, pray, where is the difficulty?" And thus the interview was terminated. Messrs. Rotch and Starbuck then drew up a memorial, and this same member presented it to congress, the effect being to obtain a grant of thirty-five permits. The next day a vessel brought the rumor of the Provisional Treaty of Peace having been signed.

But the troubles of Nantucket brought on by the war did not end with it. England, the only market of consequence for sperm oil, was now practically closed by the alien duty of £18 per ton placed upon it by the English government. The whaling fleet was reduced to the merest trifle of its former greatness, in fact nearly annihilated. One hundred and thirty-four vessels had been captured and fifteen wrecked of the little over one hundred and fifty which belonged to the island in 1775. More than 10,000 tons of shipping had fallen into the hands of the English cruisers; vessels manned by the bone and sinew of the island, young men, from the richest as well as the poorest families, who felt in all their keenness the rigors and horrors of British Prisons and British prison-ships. Some of our islanders entered the service of the state, but it would be quite impossible to tell how many.* In about 800 families on the island there were 202 widows and 342 orphan children. The direct money loss exceeded \$1,000,000 in days when a man's pay was sixty-seven cents per day; Mr. Rotch alone lost over \$60,000! Many of the heaviest whaling merchants felt compelled to remove to England and France, and pursue their calling where it was remunerative. Paying their taxes and requisitions uncomplaining so long as their ability so to do existed, the end of the war found them completely impoverished, their occupation gone and their recuperative force almost paralyzed. Thus was Nantucket. Before the war wealthy and prosperous, after it impoverished and despairing; before the war pointed out for their thrift and daring and skill, after it scarcely any "so poor to do them reverence;" before the war with an active, hardy population, after it with a terribly large proportion of husbandless women and fatherless children. All this had they borne, and borne in silence, accepting the bitter cup as their offering on the altar of freedom, had the tongue of slander held its peace. When assailed and outraged by their enemies they hurled back with indignation and contempt the falsehoods of their defamers, but when to these were added the doubtings of their friends they could only cry out in the agony of their hearts, "And thou, too, O Brutus!"

over

*The Nantucket Inquirer of July 22, 1832, says that when John Paul Jones captured the Serapis, midshipman Reuben Chase with other Nantucket men was in the fierce encounter with him. Chase was afterward appointed to take one of the subsequent prizes into Orient, France. This midshipman Chase was over six feet in height, athletic, powerful and courageous, and formed the subject of Cooper's "Long Tom Coffin" in "The Pilot." The privateer Saucy Hound (Nant. Inq. July 13, 1838), manned mostly, if not entirely, by Nantucket seamen, sailed from the Bar in the spring of 1781 in the service of the colonies. Instances might be multiplied showing that a large number of the Islanders served their country most gallantly in the hour of her need.

Since writing this article, I have learned that on the armed brigantine Lucy, William Ramsdell of Nantucket was mate, and eight of the crew were Nantucket men. Beyond a doubt this list can be very greatly increased.

MAY 1, 1875.

Nantucket in the Revolution.

BY ALEXANDER STARBURCK.

During the long and trying scenes of the American Revolution there was no lack of querulous spirits, eager to assert their own patriotism at the expense of that of their neighbors, eager to build up their own loyalty on the ruins of that of their fellow-citizens, and thus many a man was denounced, accused, imprisoned and tried on whose garments the smell of fire could not be found. Few people suffered as much, and certainly none in Massachusetts suffered more from this denunciation than the inhabitants of the island of Nantucket. Nor was the condemnation limited to individuals,—it extended to the people at large; with how much of justice it is the purpose of this paper to represent.

Immediately prior to the commencement of the struggle for independence, the town of Sherburne,* then the third town in importance in the state, possessed a fleet of over 150 vessels, measuring in gross over 14,867 tons, and principally engaged in the whale fishery. The population of the town at that time was nearly 5,000, and scarcely a man, woman or child but derived their support directly or indirectly from the business of whaling. Merchants, blacksmiths, coopers, boat-builders, riggers, sailmakers, oil and candle manufacturers, carpenters, seamen, and similar intertwining occupations, each in a measure dependent upon the other for its advancement, and all dependent upon whaling for their existence, these constituted the bulk of the dwellers there. The situation of the island was peculiarly unfortunate. Lying at a distance of thirty miles from the main land; the greater portion of its surface sterile; a majority of its inhabitants members of the Society of Friends, and hence from principle unable to bear arms even to defend themselves; exposed to the inroads of either belligerent that passed, and powerless for their own defence; neither party able to protect them, but both levying upon them, the one by taxes and restrictions, the other by open depredations; cut off from the chief market for their products; compelled to import the wood they burned and the food they ate; their vessels taken indiscriminately by either party; they were compelled to drag through the weary length of years from 1774 to 1783 with starvation, ruin and desolation continually staring them in the face; a fate bad enough in itself and worthy of commiseration, without having added to it the malignant slanders of their defamers.

One of the earliest acts particularly affecting Nantucket, was the passage, by the English Parliament, in 1774, of an act called "The Massachusetts Bay Restraining Bill," the operation of which was to prevent trade to any save British ports, and to

prohibit the Newfoundland and other American fisheries. A petition being presented by English Friends (or Quakers),

*So called prior to 1795; subsequently to that, Nantucket.

representing the bad effect of this rigorous law upon Nantucket, the island was exempted from its provision. This exception was then taken up by the continental congress, and an act was passed by it for the purpose of preventing the Newfoundland fishery from being supplied with provisions through Nantucket, prohibiting the exportation of provision from any of the colonies, save that of Massachusetts Bay, to the island. This in itself was very well, but it was supplemented by the passage of a resolve by the provincial congress—as our state government was then called—on the 7th of July, 1775,—“That no provisions or necessities of any kind be exported from any part of this colony to the Island of Nantucket until the inhabitants of said Island shall have given full, & sufficient satisfaction to this Congress, or some future house of Representatives, that the provisions they have now by them has not been, & shall not be expended in foreign, but for domestic consumption.”* Of course the natural effect of this act and resolve was to kill the Newfoundland fishery, and to knock from beneath the house of our islanders one of its props,—to take away one of the means whereby they lived.

Early in their session the provincial congress passed a resolve directing the various towns of the colony to choose men to represent them at the general court.† This the people of Nantucket believed, if done, would be only inviting their own destruction. Accordingly the selectmen drew up and sent to the general court the following petition.‡

“To the General Court or Assembly of the Province of the Massachusetts Bay:—

“The Memorial of the Select Men of the Town of Sherburne on the Island of Nantucket at the request of a number of the Inhabitants thereof Sheweth.—

“That we duly rec'd a precept from the Provincial Congress directing that this town should choose some person, to represent them at a General Assembly to be conven'd at Watertown on the 19th Instant, but we apprehend your Wisdom, Justice & humanity, would not willingly point out any measure, that might prove destructive in its consequences to us; which we have reason to believe would be the case were we to act in this respect. Our local situation is peculiar, and our circumstances in several respects different from any other place in America.—

“placed on an Island, detach'd at least Thirty miles from any part of the Continent, whose production is insufficient to supply one third part of its Inhabitants with the Necessaries of life, and laying open to any Naval power, to stop all supplies with a small armed force by sea, the only channel by which we can receive them; The Inhabitants are the greater part, of the people call'd Quakers, whose well known principles of Religion, will not admit of their taking up arms in a military way in any case whatever; all these circumstances consider'd we hope will influence you, to advise us to pursue such measures, as to avoid giving any just occasion of offence to our fellow subject on this, or the other side of the Atlantic, this conduct we have endeavor'd to pursue, ever since the commencement of the unhappy troubles now subsisting; which we view with anxious concern, and heartily desire, that a speedy & lasting reconciliation may take place to the mutual benefit of both,—if any reports have reach'd you, that may have appear'd unfavourable, in respect to any supplies having gone from this place to the British Fisheries, or any other way to the prejudice of this Country, you may be assured they are without the least foundation, & we fear are calculated by designing men, to set us in an unfavourable light, but we are ready to meet our accusers when called upon, & undergo the strictest examination.—

“as we have now laid before you nothing but real facts, which we are ready to

support, we hope your humanity will point out some way for opening the common channels, for the proper supply of the necessities of life, which have lately been interrupted. we beg leave to refer you to the bearers hereof for any further information, who we have desired to wait on you with the same,—and are

respectfully Your Friends
BATCH'N HUSSEY, JOSEPH BARNARD,
STEPHEN PADDOCK, RICH'D MITCHELL, JR.
SHUBAEL BARNARD, STEPHEN HUSSEY.”
“Nantucket, July 14, 1775.

This was certified to by James Bowdoin.

The committee appointed to consider the petition made the following report:—

“The Committee appointed by the house to consider the foregoing Petition have attended that Service and heard the bearers of the s'd Petition respecting the matters set forth in the same and your Committee freely report that they are fully satisfied that the inhabitants of Nantucket have done Nothing at affording supplies to the British fisheries nor to our enemies at Boston. But whether it is expedient that this court should pass an act or resolve for the Respecting the resolution of last Congress bearing date the seventh of July last, your committee are not satisfied and beg leave to wholly submit the Propriety thereof to the wisdom of the house.

JOSEPH HAWLEY p'r Order.”

This report was ordered to lie on the table.

*Records of Prov. Cong., Vol. 32, page 300.

†Orders for Election issued June 19, 1775.

‡Petitions, Vol. 180, p. 86.

It is a matter of great regret that, by the calamitous fire of July, 1847, the town records of Nantucket were completely destroyed; hence nearly all our information, of an official or documentary nature, is derived from the records in the office of the secretary of state. The names of “the bearers hereof” are, with a vast quantity more of historical material, gone beyond recovery.

(The “Restraining” Act.

ble, the court probably doubting the propriety, rather than the necessity, of invidious legislation.

Thus it will be seen that the calumniators early commenced their work of destruction, and the passage of the restraining resolve was the legitimate effect of their efforts. To their malicious reports, and to the necessity of this resolve, the petition is a sufficient answer.

On the 16th of August, 1775, the general court passed another resolve, directing “that from and after the 15th Day of August instant, no Ship or Vessel should sail out of any port of this Colony, on any whaling voyage whatever, without leave first had and obtained from the Great and General Court of this Colony, or from some Committee or Committees of persons they shall appoint to grant such leave.” This was, on the 24th of the same month, amended so as to constitute the major part of the council a committee to issue such permits, during the recess of the general court, under certain restrictions, and upon good and sufficient security being given that these restrictions should be faithfully complied with.* On the 30th of the same month we find petitions from Francis Rotch, of Dartmouth, and Aaron Lopez, of Rhode Island, for permission to despatch their vessels on whaling voyages. In response to which the court passed the following order.

“That the said Francis Rotch, & Aaron Lopez have permission to put to sea the Vessels in which they are Interested, on a Whaling Voyage, with such provisions and Stores as are Suitable for that purpose, they giving bond, with Sufficient Surety, to the Treasurer of this Colony for the time being, in the penal sum of Two Thousand pounds for each of the said Vessels, that all the Oyl and bone by them taken in the course of the said voyage shall be brought into, & landed in some port or harbour in this Colony, such as they may chuse, except the Ports of Boston & Nantucket.”†

After the evacuation of Boston by the British it ceased to be an interdicted port. Here then was another blow at the vital interests of Nantucket. It may have been considered an act of necessity on the part

of the state, but its working, so far as Nantucket was concerned, could not fail be disastrous. The natural sequence was whaling as a business became a thing of the past, and the wharves and shores were lined with dismantled vessels, uselessly decaying. Occasionally a few vessels, by permission of the council, ventured out, but it was only to make poor voyages, to carry oil where it had no market, or more frequently to fall a prize to the contestant that first overhauled them.

The petition of July 14th not proving efficacious in removing the disabilities under which the Islanders were placed, and the inconvenience of which was assuming serious proportions, they addressed another to the court, bearing date Sept. 14, 1775, as follows:‡

“To the General Court or Assembly of the Colony of the Massachusetts Bay held at Watertown.

“The petition of the Selectmen of the Town of Sherburne on the Island of Nantucket, in behalf and at the request of many of the Inhabitants thereof, sheweth

“That your Petitioners some time pass'd presented their Memorial to you in General Court assembled, representing among other things, their apprehensions that some designing men had made false representations of the Inhabitants of this island; which probably produc'd the Resolve of the late Provincial Congress, forbidding all necessary supplies being brought to this place, and notwithstanding we hop'd those misrepresentations had been in a good measure clear'd up to your satisfaction, yet we find the Resolve still remains in force, & a strict adherence is paid thereto,—therefore we desire you would take the matter into your serious consideration, and remit the severity of s'd Resolve, so far as to suffer the Necessaries of life to be brought us, for the use of our domestic concerns, & likewise for the Whale fishery so far as we shall obtain permission to prosecute that branch of business—we remain—

with respect y'r Friends—

STEPHEN PADDOCK,
SHUBAEL BARNARD,
BATCH'N HUSSEY,
JOSEPH BARNARD,

Selectmen.

“Nantucket, Sept. 14, 1775.

The committee on this petition reported a resolve, which was passed, authorizing the committee of correspondence for the town of Falmouth (which town is throughout this paper to be considered in Barnstable county) to grant permits to the inhabitants of the island to purchase supplies, said permits to specify the quantity each person had liberty to purchase.‡ The resolve also made of the neighboring committees a species of spies to watch over the Islanders, that they turned not aside from the paths of rectitude.

Later in the year 1775 these hostile re-

*Revol. Council Papers, Vol. 164, p.17.

†Revol. Council Papers, Vol. 164, p. 17.

‡Petitions, Vol. 180, p. 132.

The report of the committee of Falmouth, dated Oct. 2, 1775, gives names of 58 persons to whom, permits had been given, covering 4560 bbls. flour, 2017 cords of wood, 7000 bu. grain, besides meat, cattle, cheese, butter, leather, flax, &c. &c. It must be borne in mind that these provisions were not only for the needs of those residing on the island, but out of them ships must be equipped for their voyages of a year or more.

ports had reached the ear of Gov. Trumbull, of Connecticut, from whence many of the supplies for Nantucket came, and he wrote to the government of Massachusetts Bay in reference thereto. A committee of both houses was appointed to take the subject into consideration, and the following resolve was the result.*

“In Council Dec'r 9th 1775.

“Whereas Representation has been made to this Court that supplies of Provisions (more than are necessary for Internal Consumption & for such voyages as may be prosecuted, consistent with the resolves of Congress & the Gen'l Assembly of this Colony) lately have been shipped in this & ye neighboring Colonies for Islands of Nantucket and Martha's Vineyard, and there is great reason to suspect that the Inhabitants of the said Island of Nantucket have abused the Indulgence of this Court by supplying our Enemies with such provisions &c. as were admitted to be Transported to them for their Internal Consumption only.

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The late Ebenezer Gardner.

DIED, in this town on Tuesday, 3d inst., Mr. Ebenezer Gardner, aged 94 years, 7 months and 4 days.

Although death is an event which happeneth alike to all, yet the departure of one who hath stood so long among us,—whose life has been marked by courageous deeds, should not be allowed to go by without more than a passing notice.

Our ancient friend came down to us indeed from a former generation. Nearly a hundred years ago he first drew mortal breath, and what a record of crowded events does the past century present! The individual who has witnessed, and been an actor in these scenes, has lived, as we believe, during the most important period in the world's history. The departure of a person of extreme age, breaks the chain of reality connecting us with other days, and we know them only by the record of history, or by the effects which have followed in their train. Life is so short, that even thirty years beholds the passing away of a generation, and the life prolonged to an hundred years, looks round in vain to find any alive of those who gladdened its childhood's hours.

Mr. Gardner was born on the island of Nantucket, on the 29th of September, 1764, when Massachusetts was a Colonial Province of Great Britain under George III. He early felt the sufferings through which the inhabitants of Nantucket passed during the terrible struggle of the Revolutionary war. He partook of the cold and famine of the winter of 1780, and early in the spring of 1781, a man at sixteen, he joined, with several others of his townsmen, the privateer "Saucy Hound," and sailed from Nantucket Bar, resolving to pay back in some measure the wrongs inflicted on his beloved home, and earn his bread by his own right arm in heroic, if debarred from peaceful strife, on the green pasture of the ocean, where their fathers had so long and successfully toiled. The privateer was fitted from a neighboring port, came down to our bar, completed her crew, and proceeded on her voyage. A few days from port, when off Bermuda, they fell in with a valuable ship bound from Jamaica to London, which they took as a prize. But success is often transitory, and shortly after the privateer was taken by the Gen. Arnold, and they were carried into Sandy Hook, then the headquarters of the British forces in America.

Mr. Gardner was there transferred to the sloop of war Rattlesnake, which vessel was one of those sent to assist the army under Cornwallis at Yorktown, or Little York.—Knowing the influence which the loss of the army in Virginia must have on the war, Sir Henry Clinton determined to hazard much on its preservation. About seven thousand of his best troops sailed for the Chesapeake under convoy of a fleet augmented to twenty-five ships of the line. This armament left the Hook the day on which the capitulation was signed at Yorktown, and appeared off the capes of Virginia on the 24th of October.—Unquestionable intelligence being there received that Lord Cornwallis had surrendered, the British General returned to New York. The Rattlesnake was sent to England with despatches of the surrender of Cornwallis, and made the passage to Plymouth in twenty-five days.

From the Rattlesnake Mr. Gardner was transferred on board the Marlborough 74, one of Admiral Rodney's fleet—twelve sail of the line—then on the point of sailing for the West Indies, and, joined by Admirals Drake and Hood, achieved the celebrated victory over Comte de Grasse in April, 1782.

The Comte de Grasse did not long remain in the Chesapeake after the surrender of Cornwallis at Yorktown; but re-embarked the troops he had landed from the fleet, and proceeded with a very powerful squadron to the West Indies. Part of this squadron he dispatched to Hispaniola, to escort the French

trade to Europe; and with the remainder proceeded to the island of Martinico, where he arrived on the 26th of November, 1781.—With the force he expected to find there he had no doubt of reducing all the British Caribbean Islands to the obedience of France.

Rear Admiral Hood, suspecting that the Comte de Grasse would speedily return from the Chesapeake to the West Indies, got his squadron in the best possible condition, and left Sandy Hook on the 11th of November with seventeen sail of the line and two frigates. Sir George Rodney arrived at Barbadoes from England with his twelve ships of the line on the 19th of February, and soon after that formed a junction with Rear Admiral Hood off Antigua, and with the other ships sent from England, at St. Lucia, where he completed the water and provisions of his fleet.

The ministers of France and Spain having concerted a joint expedition against the island of Jamaica, Admiral Comte de Grasse had, for this purpose, about the beginning of April, collected the whole French force at the island of Martinico. The fleet consisted of thirty-three line of battle ships and two of fifty guns. In these ships a large body of troops was embarked, accompanied with a train of heavy cannon, and every other thing requisite for accomplishing the reduction of an island of so much importance. In forming an idea of the number of the ships and vessels which comprised this fleet, the artillery and ammunition vessels, those destined to carry the baggage and tent equipage, and the trade for Hispaniola, are to be reckoned; and these altogether made a very large convoy.

With this great force it seemed to be the French Admiral's intention, if possible, to reach the harbor of Cape Francois, in the island of St. Domingo, without hazarding an action with the superior fleet commanded by Admiral Rodney.

To counteract the operations of this great armament, Admiral Rodney lay at St. Lucia, with a fleet of thirty-six ships of the line, seven frigates, and some sloops; and as it was of the utmost importance that the French fleet should be attacked before its junction with the Spaniards at Cape Francois, he had carefully kept small ships cruising off Port Royal, in Martinico, to observe their motions.

Early on the morning of the 8th of April, the French fleet were perceived to have left Martinico. Admiral Rodney immediately made the signal to weigh; and about noon the whole fleet had cleared the Bay, the ships carrying all their sails in order to discover the enemy. About half past two o'clock, the headmost frigate got sight of the French fleet, and about six some of the ships of which it was composed were seen from the mastsheads of the line of battle ships. Rodney called in his ships from chasing to put his fleet in a collected state to receive the enemy, and formed the order of sailing.

During the following three days the fleet became more or less engaged, two French line of battle ships having been disabled; one lost her foremast and bowsprit, and was taken in tow by a frigate. On the morning of the 12th, at sunrise, the British fleet were about five leagues to leeward of Prince Rupert's Bay, with little wind, standing to the northward in order of sailing.

The French fleet at that time were to windward of the Saints, upon the same tack, with a fresh breeze. The French Admiral, observing the danger to which his disabled ships were exposed of being taken, bore down to their assistance with his whole fleet. The British Admiral, foreseeing the consequences of such a measure, made the signal for his fleet to form the line of battle ahead upon the starboard tack. About a quarter before eight the two fleets were nearly formed in order of battle, standing upon different tacks, the French but a little distance to windward; and the leading ships of the British van then

began the action with the centre of the enemy's fleet. At this time the signal was made for battle, and at eight o'clock Admiral Rodney gave the signal for close action.—This was continued during the day until sunset, resulting in the entire defeat of the French fleet excepting a few that escaped when night came on.

The Marlborough, having the advantage of the wind, went through the French fleet, and came out much crippled, with her mizzen-mast nearly cut in two, and stays, shrouds and braces shot away. They stood off and repaired the damage, then with four others were ordered to the attack of the Ville de Paris, the flag ship of Admiral de Grasse.—In passing through the fleet they received the fire of two ships before returning it, until arriving at the right position; they then poured a whole broadside at once, raking the enemy, and carrying dreadful destruction with it from stem to stern. When the Marlborough ranged up to the Ville de Paris, they received her fire, but fortunately it passed ahead and over them. Capt Penny then gave the order to fire, and they did so, the concussion healing the Marlborough nearly to her ports. Shortly after, the Barfleur, Admiral Hood, came up, to whom Admiral de Grasse surrendered.

Mr. Gardner fought the seventh gun on the second deck in this engagement. All the men around him were killed, and at one time he had the shot stricken from his hand by one from the enemy.

The loss sustained by the French in the several engagements with the fleet under Rodney was very great. As they had embarked their whole army, consisting of five thousand five hundred men, on board of the line of battle ships, these must have necessarily been so much crowded that the carnage in the action must have been immense, especially when it is considered that the British engaged so close that every shot told, and that the water was so smooth as to permit all the ships to use their lower ports. The number of killed and wounded has accordingly been computed at three thousand. Their loss in ships amounted to eight of the line, a frigate, and a sloop. Of the line of battle ships, six remained in the possession of the conquerors. The most valuable of these was the Ville de Paris, of one hundred and ten guns. On board of this ship were thirty six chests of money, destined for the pay and subsistence of the troops which were to invade the island of Jamaica. Every peculiar circumstance relating to her rendered her a prize highly flattering to the victors. She was the first "first-rate" ever taken from the French, as well as the most beautiful. She was a present, given by the city of Paris to Louis XV. towards the close of the war in which the success of Great Britain had almost annihilated the royal navy of France. In compliment to the donors, the king of France named her La Ville de Paris. No pains or expense were spared to render the gift worthy of that great city, and the monarch to whom it was presented. She is represented to have cost £176,000 in building and fitting her for sea.

The Caesar, of seventy-four guns, was looked upon as one of the best ships of her rate in the French navy. She was burnt on the night of the 12th of April, and four hundred of her crew and fifty British perished. The Diadem, of seventy-four guns, sunk in the action of the 12th. The loss of the British was 1080 men.

The effect of this battle was to preserve to Great Britain her West India possessions, and opened the way to a general peace, which in a few months followed.

Among other Nantucketers—of which there were five*—in this engagement, was Daniel Coffin. He was sailing master in the Formidable, the flag ship of Admiral Rodney. He was a man of commanding appearance, and soon drew the attention of Rodney, who promoted him, and with whom he continued until peace. Soon after his return to Boston he was appointed and took charge of a fine ship from that port, and after this retired to Hudson, where he died in about 1798.

After the battle of April the Marlborough, with the rest of the fleet, sailed for New York, to avoid the hurricanes in those seas. In the month of November following they again returned to the West Indies. Mr. Gardner was on board the Marlborough twenty-eight months, until she returned to England. He was paid off at Portsmouth, and went round to London in a sailing vessel, it being unsafe to go by land on account of the number of robbers. On arriving in London he took passage in the Tamar, Capt. Shubael Coffin, one of the regular packets running between Nantucket and London.

On his return to Nantucket he soon after engaged in voyages to the Grand Bank, in various whaling voyages on the Coast of Brazil, Delago Bay, on the Coast of Africa, and then again in the merchant service to the Mediterranean Sea and elsewhere. In 1798 we find him again on his way to London from here in the Portland. His acquaintance in London now was such as to render him safe from interference by the press gangs who supplied the British Navy with seamen, and after his long service in the Marlborough they always let him off, but as he has informed us, Wapping and the press gangs were as familiar to him as the taste of ale in the beer shops of that part of London.

It is not our purpose to enter the home circle where memory most delights to linger. We know him as a most excellent neighbor, a man who for near a century has lived in our community through its brightest years "above fear and above reproach." He retained his intellectual faculties and his memory to the last, and would recount the deeds of other days while his aged eyes brightened with some of the fire of youth. When we read to him, but a short time ago, an account of the battle of 1782 he listened with the liveliest interest, and as the account described the part taken by the ship he was in, he forgot his age and almost seemed to live the scene again; and when the last gun was fired, and the account closed with the blowing up of the Cazar, he could restrain himself no longer but exclaimed, while a flood of tearful emotion covered his face, "I can see her now on fire."

Last December we read in an English paper, that the sloop of war Rattlesnake, had been presented by the Admiralty to a society on the Tyne for a Bethel; and thinking it might be the same ship on board of which Mr. Gardner was pressed, we wrote to London to ascertain the fact, and received the following information from the Hon. Wm Phillips.

London March 3d, 1859.
It would have afforded me more pleasure could I have satisfied your venerable friend that the equally old Rattlesnake in which he sailed, was now converted to so good a purpose as a Bethel on the Tyne. But, alas! like all sublunary affairs, she has long since been broken up; and after a great deal of search I have learned that the present Rattlesnake (Bethel) was built long—many years after the old ship deceased. So your old friend has by the blessing of the Almighty survived his old ship many years. His life has been very eventful, and doubtless amongst you, you will continue to let him slide to the grave with many worldly comforts.

Sincerely yours,
WM. PHILLIPS.

OVER

Our aged friend has at last passed away. Without being blessed with a large share of the world's goods, prudently and respectfully he sustained a numerous family to whom he was most tenderly endeared, and he has left us an example of honest industry worthy of all commendation.

"His life was gentle; and the elements
So mix'd in him, that Nature might stand up,
And say to all the world, This was a man!"

Ex.

*The five men were Mr. Gardner, Thomas Hussey, Daniel Coffin, Prince Coleman and Peleg Barker; and the probability is that Mr. Gardner is the last of that heroic number who were engaged in a battle ever memorable to the people of England, as it sustained their supremacy in the West Indies for the past seventy-seven years.

Nantucket and its people constitute a major portion of de Crevecoeur's book, titled, "Letters Of An American Farmer", published in London in 1782, which contained the first printed descriptions of any importance of the Island and its inhabitants, according to Mr. Crosby. Most of it had been written by the author while he was in the United States before the first publication of the book. The author's book was published in French in a 1787 edition. Four undated letters pertaining to Nantucket in the 1782 London edition were separated in the Paris edition into 16 letters, amplified and dated, beginning "Sherburn, August 30, 1772" and ending "Nantucket, 10 December 1772."

Nantucket Men Fought With John Paul Jones.

In the little parish of Kirkbean in Scotland one of America's greatest heroes was born July 6, 1747. His family name was Paul and he was christened John. Later in life he was to add Jones to his name and become famous as a commander in the Continental navy whose brilliant achievements on the sea rivalled those of George Washington on land.

The 184th anniversary of John Paul Jones' birthday is marked as a date of significance to all Americans by the Division of Information and Publication of the United States George Washington Bicentennial Commission. Every citizen of the United States has reason to be grateful for the services of the first great American sea fighter.

Young John Paul Jones went to sea when he was but 12 years old, and at the age of 21 he was captain of a trader. In 1773, he came to America and settled on his brother's plantation in Virginia, which he had inherited upon the death of the latter. It was here that he first used the name Jones.

When the break between England and her colonies widened into actual warfare, Jones applied to Congress for a naval commission which was granted in December, 1775. That month, as a lieutenant in the new Continental navy, he is said to have hoisted with his own hands the first naval flag of an American squadron. This was the well-known yellow silk banner with the rattlesnake and the warning "Don't tread on me!"

The young officer soon was given an independent commission in command of the little ship "Providence." With a crew of but seventy men and a dozen four-pounders, Jones became a terror to British shipping, destroying a million dollars' worth of enemy property. Later, in the "Alfred", he continued his work, capturing valuable munitions intended for General Burgoyne.

He was commissioned a captain in October, 1776, and June 14, 1766, was ordered to the "Ranger". On this ship, July 4, he raised the first stars and stripes that ever flew from an American warship. In the "Ranger" he carried to France the news of Burgoyne's surrender and received the first salute ever given the United States flag by a foreign fleet.

From France, Jones sailed to the north coast of England, where he landed at Whitehaven, spiked the English guns, burned some shipping and thoroughly alarmed the country. This was the only invasion of British territory by an American force during the Revolutionary War.

The most famous battle in which he was engaged was that which took place September 23, 1779, with the British man of war "Serapis" off Flamborough Head. At that time Jones was in command of an ancient ship which he had re-fitted in France and named "Bon Homme Richard" in honor of Benjamin Franklin. Despite the great odds against him, the intrepid American unhesitatingly engaged the far superior enemy in a battle which has gone down in history as one of the greatest sea fights of all time.

Nantucketers Honored Lafayette With 500 Pound Cheese For Services To Island, U. S.

The story of Nantucket's presentation of a mammoth cheese in 1786 to France's great hero and American colonists' friend, the Marquis de Lafayette, is being forwarded by this newspaper to press representatives of the Borden Company, nationally known milk and dairy products firm, who requested the information in a letter to the Town Crier last week.

On reading the Borden Company letter published in the Town Crier last week, Edouard A. Stackpole, Nantucket historian and now curator of Mystic Museum at Mystic, Conn., telephoned the editors that the story of the presentation of the 500-pound cheese to Lafayette by Nantucketers, is related on Page 85 of Everett U. Crosby's book, Nantucket In Print, and on Page 385 in the French edition of Saint John de Crevecoeur, Letters of an American Farmer, who is the source for Mr. Crosby's account.

According to Mr. Crosby in Nantucket In Print, de Crevecoeur was a Frenchman of good family, who was born in 1735 and was educated in a Jesuit College and at English school.

At the age of 20, he went to Canada and served with Montcalm in the war between the French and English. In 1764, he was naturalized an American in New York. A traveller and owner of several farms, he had, among his acquaintances and correspondents George Washington, Benjamin Franklin and Thomas Jefferson. Later married and the father of children, who bore the name of St. John, de Crevecoeur, served as French Consul for New York, New Jersey and Connecticut.

The de Crevecoeur account of the Nantucket cheese presentation was written in Nantucket on September 19, 1786 and appeared in the New Plymouth newspapers of September 27 of that year.

Wrote the American farmer: "Although separated from the continent the inhabitants of this small heap of sand have neverthe-

less shared with the rest of their fellow-countrymen in the just tribute of gratitude merited by M. le Marquis de La Fayette for the great services he had rendered to the United States. A man prudent, wise and enlightened in peace, as he was gallant and clever in war, he has endeavored to draw together the two nations already united by justice and politics. For that purpose he has conceived the idea of a commerce which would be mutually advantageous. To establish it on a solid and permanent basis and to obtain for us the means of paying for the commodities which we need from France, he has arranged that our whale oil, which with our herds constitutes our only wealth, will pay no other duties but those required by the Hanseatic towns. This generous concession of the French Government is for us fishermen a special advantage, serving to revive our discouraged industry and to keep us on this Island, our old homeland, from which owing to the new order of things we would have been forced to emigrate.

"Moved by gratitude for so great a service the inhabitants assembled, voted and resolved that each one should give the milk from his cow, over a period 24 hours; that the entire amount should be made into a cheese weighing five hundred pounds which should be

sent to M. le Marquis de La Fayette as a slight testimonial indeed of the sincere affection and gratitude of the inhabitants of Nantucket."

In requesting the history of the Nantucket cheese presentation to Lafayette, John W. Newton, Jr., of the Borden Company's press section, said it is to be used in the firm's house organ called Elsie's Horn. The news organ is distributed to Borden Cheese Company salesmen throughout the United States.

Paul Jones's Flag.

The President and Secretary of the Navy had an interesting visitor last week in the person of Mrs. Harriet P. R. Stafford of Cottage city, who desired to present to the government the flag borne by the frigate Bon Homme Richard, during her memorable victorious engagement with the British frigate Serapis, Sept. 23, 1779. Mrs. Stafford had the historical emblem in her possession and presented satisfactory evidence that it was the first flag bearing the Stars and Stripes ever hoisted over an American vessel of war and the first that was ever saluted by a foreign naval Power. According to the evidence the flag was bestowed upon her ancestor, James Bayard Stafford, by the Marine Committee of Philadelphia in 1784, "on account of his meritorious services throughout the late war." She informed the President and Secretary Long of her desire to present the flag to the Government for exhibition in the National Museum and her offer was accepted.

1887

Jan. 22, 1954

Not proved

July 4, 1931

"Resolved That ye Committee of Correspondence for ye Town of Falmouth in ye County of Barnstable be & they hereby are directed forthwith to return to this Court a true Copy upon Oath of all permits which they have granted to the Inhabitants of Nantucket or any other person or persons in their behalf for obtaining provision from ye Inhabitants of this & ye neighboring Colonies to Supply s'd Inhabitants of Nantucket, and to suspend granting any permits in future to the said inhabitants or any person in their behalf till the further order of this Court. & ye Selectmen of the town of Sherburne on the Island of Nantucket as also of each Town on Marthas Vineyard are directed forthwith to make Strict Enquiry into ye Importation of provisions into their respective Towns since ye 28th Sep'r last & of all provisions now in s'd Towns & to make Return thereof on Oath to this Court as soon as may be; & ye Inhabitants of this Colony & of ye other united Colonies are desired to withhold further supplies of provisions fuel or other Necessaries from s'd Islands untill ye further Recommendation of this Court & ye Printers of ye Colonies afores'd are respectfully desired to cause this resolve to be inserted in their newspapers."

The action of this resolve in the case of Nantucket soon began to be severely felt, and early in January, 1776, the selectmen sent the following memorial.†

"To the General Court or Assembly of the Colony of the Massachusetts Bay.—The Memorial of the Selectmen of the Town of Sherborn on the Island of Nantucket at the request of a number of the Inhabitants.—

"Your Memorialists are deeply Concern'd to find that there is a Resolve of the General Assembly of this Colony, forbidding any Importation of Fuel or Provisions into this town and that it is Recommended to the United Colonies to afford no further supplies by reason as we apprehend of some Misrepresentation being made of our past Conduct.‡

"Your Memorialists beg leave further to Represent, that such restraint, will in its operation in a very short time subject the Inhabitants to Extreme Distress as there is already great Complaint for want of Fuel and other Necessaries. Numbers of Families begin to feel the pressing Calls of Hunger and want. Therefore your Memorialists Beg your Attention to a Resolve of the Continental Congress of the Eleventh of December last founded in Humanity as they say; pointing out the Necessaty of s'd Town being further Supplied through a Committee of this Colony. Your Memorialists therefore humbly request that s'd Restraint recommended to the other Colonies may be Recall'd or otherwise as in your Wisdom shall think proper and are Respectfully, Your Friends

JOSIAH BARKER,
BATCH'R HUSSEY,
SHUBAEL BARNARD,
RICH. MITCHELL, JR.,
STEPHEN HUSSEY."

"Nantucket, 16 January, 1776.

The committee appointed on this petition reported "that a Representation of the present State of that Island and of the conduct of the Inhabitants, be made to the American Congress, and that the Inhabitants be supplied with Necessaries for their Subsistence in the manner directed by a Resolve of the Congress, untill their determination on such Representation may be had." This resolve was passed.

*Resolves, Vol. 207, p. 261.
†The return of the selectmen as by the above requisition, dated Jan. 16, 1776, and running from Sept. 28, 1775, to that time, gives a list of 25 parties, who had imported provisions, &c., to the amount of 665 bbls. beef, 197 bbls. pork, 1480 bbls. flour, 158 cwt. bread, 9810 lbs. butter, 19,952 lbs. cheese, wheat, lard, cattle, &c. &c. And the provisions on hand at the above date (Jan. 16), as nearly as could be ascertained, were 300 bbls. beef, 160 do. pork, 800 do. flour, 120 cwt. bread, 3000 lbs. butter, 13,000 do. cheese, wheat, lard, and about 6000 bu. corn.

‡Petitions, Vol. 180, p. 285.
§A fault with revolutions would seem to be a tendency to condemn and execute, and, if there be a trial, to have that come next.

From the Historical and Genealogical Register. Nantucket in the Revolution.

BY ALEXANDER STARBUCK.

No. II.

In the meantime the islanders made strenuous exertions for self-preservation. They still endeavored to pursue the cod fishery around the island, and, to obtain the salt in which to pack their fish, established salt works on Brant Point and at Polpis. In this manufacture they were unable to make the production equal the expense, probably because the fogs prevented the sufficiently rapid evaporation of the water. That money, save the currency of the state, which, during the war, as is well known, underwent a rapid and heavy depreciation, was scarce upon the island, is shown from the fact that Stephen Hussey, Esq., a man who apparently stood in good favor with the court from first to last through the war, being immediately at its close appointed to put the light-houses in order,* was chosen to make inquiry what gold or silver could be procured in exchange for continental bills, and reported that he had "attended that service and find no Person ready to Exchange at present Owing Principally to the Scarcety of hard Money in this County, little or Nothing has been received for Oil & Head the last season Except Paper by that Means tis impossible to Collect much hard Money here."†

The ease with which accusations were made and the frailty of the foundation on which they rested, may be inferred from the case of Shubael Lovell, of Barnstable, who, in the fall of 1775, was owner of a small vessel, and was captured by an English man-of-war while on his way from Hyannis to Nantucket. His vessel was released, because he had nothing worth detaining, and put into the harbor of the island. The ship laying before the town for a long time, he found it, as he terms it, "impracticable for him to return." He further says:‡ "At this time the Inhabitants of said Island Exchanged a small Quantity of Provision with the Cap of said Ship for Bread which they was in Great want of." He (Lovell) sent by Dr. Samuel Gelston,—who was probably one of the parties who made the necessary change for the inhabitants,—a small gift to the captain. Lovell was afterward arrested and imprisoned, but as he had nothing to do with the island, except because of his commercial relations prior to the war, we have no further interest in him. Upon this and other charges Dr. Gelston was arrested: his own petition‡ will bear evidence as to the justice of the accusations brought against him, and which are on the same level with those brought against the people of the town in general.

"To the Honorable Council & Honorable House of Representatives in General Court assembled at Watertown.

"The Petition of Samuel Gelston of Nantucket Humbly sheweth, that your petitioner by the special Order of the Honorable Court has been brought before your Honors, to answer to several Complaints brought against him, one of which was that of supplying Capt. Ayseough with provisions, the particulars of which has been given in with Truth and Candour, & he apprehends has been Laid before your Honors. The other is for several speeches made in conversation & Threatening to spread the small Pox all of which he absolutely Denys, & presumes no positive evidence can be produced to support such a charge neither has he at any time held any Correspondence with, nor supply'd the army or navy of Britain except in the present Instance nor has he been regardless of his duty to his Creator, his Country & posterity—Your petitioner would further beg Leave to set forth to your Honors That he has a Wife & Family consisting of Eight children, who must be Greatly distressed

by his absence & confinement as well as his property Destroyed. Therefore most Humbly Request your Honors to consider his situation with kindness and attention & if possible to suffer him to Return to his family.—He is willing with Humble Contrition to Confess his Faults & in future to behave himself with calmness and moderation in every action that may tend to promote the Good of his Country & its cause which shall be advised on every Occasion. Once more your petitioner would beg leave to add That he is Heartily sorry that he has been so unwise as to attempt to make his Escape before he was Acquitted by your Honors, one thing was, he did not consider himself under parole & was foolishly Lead by the advice of Others.

"Your petitioner prays your Honors mature Considerat'n & your petitioner as in Duty bound shall ever Pray.

SAM'L GELSTON."

Dr. Gelston, we may add, was a man who stood in good repute among his fellow townsmen, and subsequently acted quite an important part in negotiations for the town. He was not the only prominent man whose character was calumniated or misrepresented, but they came out of the ordeal of arraignment before the General Court with uninjured reputations.

During this time, and indeed subsequent to it, the orders issued for the drafting and equipment of troops contained certain exceptions, as for instance those issued to Gen. Warren early in the war directed him to issue orders that one-fifth of the militia of the State not in actual service, "except those of the counties of York, Cumberland, Lincoln, Nantucket and Dukes, also the towns of Boston, Dartmouth, Plymouth, Salem, Marblehead, Gloucester, Manchester, Beverly & Newbury Port to march immediately to Horse Neck in the State of New-York."* &c., and by various enactments the members of the Society of Friends were excused from militia service. On the other hand orders were issued that all vessels sailing to foreign ports without colony permits were lawful prizes if captured by privateers, and when we consider that the same law reversed was applied by the British it is easy to see how unfortunately poor Nantucket was situated.

In November, 1776, Ichabod Plaisted was appointed naval officer for the port of Nantucket, which position he held most of the time till his death, which I judge took place in 1782.†

Among Nantucket's prominent men of this period, her captains occupied a front rank. Her sea-faring men in general, excepting those who were Friends, and even they so far as the discipline of their sect would allow, sided with the colonies in their struggle for freedom, and many services were performed by them which were of value to the Massachusetts Bay. Alexander Coffin, in a letter to the council‡ Sept. 25, 1776, written at their request, gives in detail the story of a voyage from Nantucket to London, the difficulties he encountered in getting away from there, and his final sailing for Nantucket via the West Indies, the bearer, with three other Nantucket Captains, of important despatches from friends of America in London to Messrs. Hancock, Adams, Franklin and Lee. They encountered many difficulties on the voyage, among them being captured by an American privateer through misrepresentation, but finally came out of their troubles safely. Another of our Nantucket captains,—Nathan Coffin,—was captured by an English man-of-war, and urged to enter the British service. His answer was worthy of any patriot in the land: "Hang me if you will to the yard-arm of your ship, but do not ask me to be a traitor to my country."‡

Early in the year 1777, measures were taken to fit out vessels for coasting voyages. "The harbor was full of vessels of just the right size for the West India trade, many of the owners had oil, candles, fish, lumber, and other articles, in demand in the

West Indies, while an equally good market was promised for such of their return cargoes as should be fortunate enough to escape the enemy. It was a dangerous business, and very few were able singly to fit out a whole vessel, and bear up under a loss, if that should be their fate. A considerable number would, therefore, join

*Rev. Council Papers, vol. 165, p. 239.
†A message from Governor Hancock to the legislature, dated May 2, 1782, mentions his decease, after which I think the office was transferred to the port of Falmouth.

‡Letters, Vol. 195, p. 278.
§Of the dangers surrounding our Nantucket seamen during the eventful years of the struggle for independence, some idea may be gained from a study of the commercial statistics of the island. Prior to 1775 there belonged to Nantucket between 150 and 160 sail of vessels, with a tonnage of 14,567 tons, engaged mostly in whaling, with the rest in the coasting and merchant services. Of this number 134 were captured by the English. A letter from John Adams to the Council, dated Sept. 13, 1779, gives a list of captains of twenty vessels sailing from England to the Brazil Banks and Greenland whaling. Of these twenty, sixteen were Nantucket men, and the seven-teenth sailed from the same port. These vessels were manned by American seamen, who had been captured by English men-of-war, and the officers and crew given their choice, either to enter the British navy, or pursue their calling from English ports. Of course they chose the latter evil as being by far the least. Mr. Adams assures the council that these men were all working as it were under protest, and he is assured would gladly be released from their present service. He adds, that in all probability a large number of them would enter the naval service of the colonies. From the only accessible data we have, then, we estimate that no less than 1200 Nantucket seamen must have fallen into the hands of the English. We find on record several instances where our seamen, compelled to sail from England, have generously befriended American prisoners in jail.

and load a vessel in small proportions, which, by experience, was found to be the best way."¶ We find among the records in the office of the secretary of state, petitions from various parties, dated at about this period, asking leave to sail to the West Indies, engaging to bring in return cargoes that will be of great service to the state. Thus the petition of Andrew Myrick for leave to send the sloop Industry, Henry Folger master, to Curacao with a load of lumber, to return with gunpowder and other military stores; that of Silvanus Hussey proposing to send the sloop Woolf, Shubael Worth master, to South Carolina with oil to exchange for rice, thence to Bilbao, and return with salt, blankets, &c.; and that of Edward Gray of Boston for William Rotch of Nantucket to send schooner Nightingale, Jonathan Downes master, and sloop Sandwich, John Elkins master, to Hispaniola for salt, for Samuel Starbuck to send brig Katy, Joshua Gardner master, and sloop Dolphin, Stephen Fish master, to the same port for the same cargoes, and for Benjamin Barney to despatch schooner Olive Branch, David Paddock master, on the same errand. The Petition of Mr. Gray gives so good an idea of the state of affairs at Nantucket at the time that I copy it entire.*

"To the Hon'ble Council of the State of Massachusetts Bay.

"The Petition of Edw'd Gray in behalf of William Rotch & others as p'r Schedule annex'd Merch'ts & Inhabitants of Nantucket.

"Humbly sheweth—That, by an Act laying an Embargo upon all shipping, they are prevent'd procuring their summer supply of salt, which is absolutely necessary for them to carry on their Fishery,—the Whale Fishery which was formerly their whole dependence being now entirely stop't they are oblig'd to recur to the Cod Fishery for a support which cannot be carry'd on without salt, & unless they have liberty granted them to procure it they cannot subsist.—That the Island from the Nature of its soil is incapable of producing Corn or any other Grain sufficient for One Quarter of the Inhabitants, that formerly they wholly depended upon Philadelphia, New York & Long Island for their supplies, which Resources are now cut off. Unless they can procure Corn &c., they must be reduc'd to the greatest distress.—That, previous to passing the Act, Mr. Rotch had prepar'd a vessel ready to take on board a Cargo he had already purchas'd consisting of 10 M. Lumber, 60 barrels pickled fish, 180 shook hogsheads & hoops for the Voyage all which are now upon hand & if the Fish is not allow'd to be exported, it must inevitably spoil.—That, Mr. Rotch has a large sum of Money in the hands of a French merchant in Hispaniola which if not speedily secur'd will be ly Lost.

JULY 18, 1874.

*Vol. 187, July 2, 1783.
†Petitions, Vol. 180, p. 243.
‡Petitions, Vol. 174, p. 79.
§Petitions, Vol. 180, p. 375.

"All these Reasons your Petitioner humbly begs your Honors would take into Consideration & grant liberty to the several Vessels to proceed their Voyages, and your petitioner as in Duty bound will ever Pray.
EDWARD GRAY."

Orders were accordingly issued to the naval officer of the port of Nantucket to allow said vessels to proceed on their voyages, *they being manned wholly by Quakers.*

But this business soon became hazardous. The English, obtaining possession of a number of American seaports, sent out numerous privateers, and the vessels of Nantucket, built more for burthen than speed, fell an easy prey to the swift-sailing cruisers, and many a Nantucket man was made to suffer the confinement and horrors of English prison-ships and English dungeons.† Taken as they were in the line of the merchant service, exchange was not so readily effected as with those of the army and navy. Several petitions were however forwarded during the year 1777, for the release of our Nantucket men; and, apparently, so far as the government was able to grant them, they were successful.‡ The most prominent among these was one from Capt. Paul Hussey, requesting a cartel to exchange a number of English prisoners for a list of twenty-five men belonging mostly in Nantucket, which was granted.

"Although the West India business proved so disastrous on account of the loss of lives, as well as of property, it was still prosecuted, as there appeared no other way of employment."§ Gov. Trumbull, of Connecticut, had, by request, afforded such assistance as lay in his power, and some of the inhabitants run open sailboats to Connecticut and elsewhere, with salt, returning with provisions. Sharply built boats were chosen, and stormy nights selected, for the passages, that the British fleets in the vicinity of Rhode-Island might be more safely passed; "for," says Mr. Macy, and as he lived contemporaneously with many of the actors in these scenes, and should be good authority, "they had rather encounter the hazard of foundering at sea, than of fall-

||Bannerett, Vol. 9, p. 313. "Every effort," says Mr. B., "was made to gain recruits for the English 'army and navy. Threats and promises were used to induce captive American sailors to enlist in the British service. This" the reply of Capt. Coffin, "expressed the spirit of them all."

†In Revolution, Miscellaneous, Vol. 139, there are petitions for 43 other vessels, with bonds in £2,000 each, during the year 1775.

‡Macy says, page 85,—"In the middle and latter part of the war, accounts from abroad were rarely received which did not tell of the death of one or more of the people belonging to this place."

§An order from Gen. Howe, dated April 25, 1777, releases 13 Nantucket men.

§Macy, p. 84.

ing into the hands of the British," and many a boat under press of sail was run under, and many a poor fellow found a watery grave in the attempt to pass English vessels and English ports. And yet these were the men who were accused of aiding and abetting the enemies of the country.* On the charge of being caterers to the English, we have the unimpeachable testimony of William Rotch. In "Memoranda (MSS.) of some of the occurrences of my life," he says:

"From the year 1775 to the end of the war we were in continual embarrassments, our vessels were captured by the English, and our small vessels and boats sent to various parts of the continent for provisions, denied and sent back empty, under pretence that we supplied the British, which was without the least foundation. Prohibitory Laws were often made in consequence of these unfounded reports. By this inhuman conduct, we were sometimes in danger of being starved. One of these was founded on an information from Gov. Trumbull of Connecticut, who had been imposed upon respecting our conduct in supplying the British. I wrote to the Governor on the subject, and laid our distress very home to him, assuring him at the same time that nothing of that kind had taken place. He was convinced of his error, and was ever after very kind in assisting us

within his jurisdiction. But there were so many petty officers as Committee of Safety, Inspection, &c., in all parts, and too many of them chosen much upon the principle of Jeroboam's Priests, that we were sorely afflicted."

In the years 1777 and 1778 several petitions were filed from Nantucket men who were captured by both parties, a sort of battledore and shuttlecock game, in which, while it was perhaps fine sport for the battledores, the poor shuttlecock was not so much amused. Each succeeding year seemed to open worse for the prospects of our Islanders; each succeeding year they grew poorer, provisions and fuel became scarcer and dearer; and each succeeding winter starvation stared them more hideously in the face. Corn rose in price to three dollars a bushel and upwards, flour thirty dollars a barrel, and other necessities of life in the same proportion, and this in a community where, their occupation gone, there was no means of replenishing the constantly depleting purse. Fuel was often not to be had at any price.

*It was a notorious fact that the very men who were arrested for treating with and aiding and abetting the enemy, and who were appointed by the town to intercede with the English, had much difficulty in gaining any favor from them.

DECEMBER 5, 1874.

Information Wanted.

Editor of The Inquirer and Mirror:

I am collecting information regarding the part Nantucket has sustained in the several wars in which this country has been involved since colonial days, more particularly the Revolution, War of 1812, Mexican war and Rebellion, and have already accumulated considerable material and data that has never appeared in print.

Whether I complete the line of work laid out, or it devolves upon other and abler hands to compile and carry it forward to publication, what I collect will be preserved and available. Much has already been irretrievably lost and more is slipping away with the passing of individual sources of information.

The true status and sentiment of Nantucket in the two wars between England and America has never been fully understood or appreciated. Much unmerited criticism has been attached to her through lack of an unbiased contemporary historian to chronicle facts which the Quaker sentiment of our ancestors smothered or ignored, and it is only through tradition and stray scraps of information contained in private letters and memoranda which have as it were evaded the censorship of the times that we obtain an inkling of facts which the unwritten history of our island would disclose.

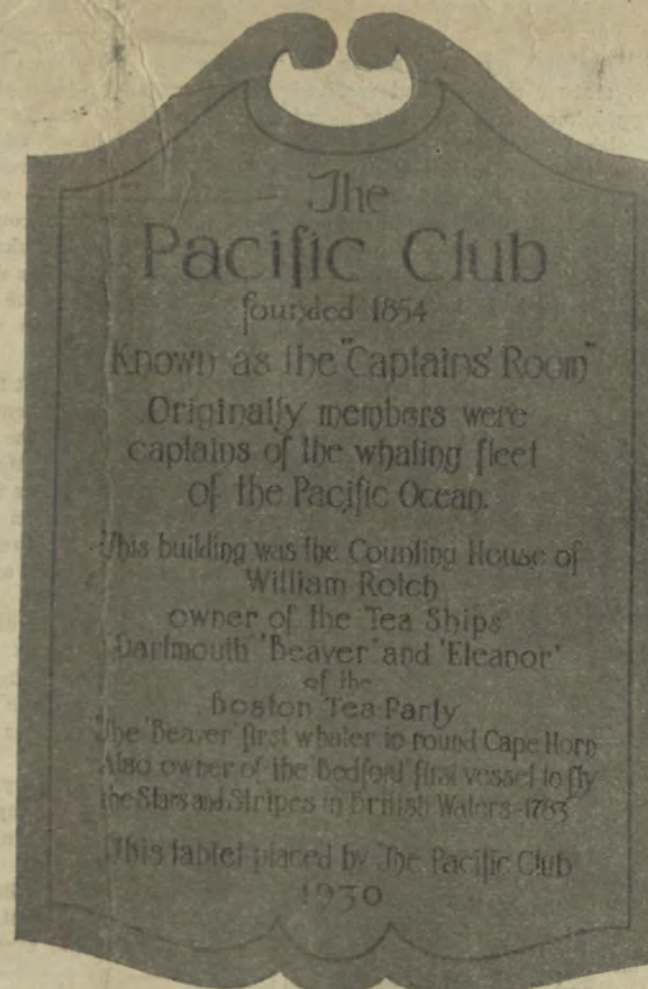
I am, therefore, taking the liberty to appeal to every reader of this article who knows of any incident or tradition, however slight, connecting Nantucket with the Revolution or War of 1812 to communicate with me. Some ancestor or relative may have served on land or sea, or languished in a British prison, or run the blockade with supplies or suffered loss of property or loaned money to the government or drawn a pension—anything however seemingly unimportant or traditionary may prove a clue to an incident which ought to be preserved.

Arthur H. Gardner.

PACIFIC CLUB BUILDING AND ITS TABLET



The Pacific Club is the first of the historic places on Nantucket to be marked in anticipation of the Tercentenary. The town passed a vote, with an appropriation, to have the historic places marked, but the Pacific Club has taken a step ahead and had a tablet made to be placed on the front of its building facing the lower square. A reproduction of the tablet appears below.



Aug. 11, 1917

Miscellaneous Reading.

From the Historical and Genealogical Register.

Nantucket in the Revolution.

BY ALEXANDER STARBUCK.

In the year 1779, a large party of refugees, with seven vessels and transports with soldiers from Newport, commanded by the renegade George Leonard, having an avowed purpose to destroy Nantucket, because they said the Islanders had performed some act of hostility toward them, landed a force of about 100 armed men on the island, and began to plunder the store-houses, taking principally from one Thomas Jenkins, formerly of Nantucket, but during the war residing in Lynn. Timothy Folger at length succeeded in passing the guard, and advised Leonard to go off, for the people would not submit to such treatment much longer. Acting on the hint, he left.* The people believing that Leonard had no authority for his course, assembled in town meeting on the 9th of April, appointed Stephen Paddock, Benjamin Folger, Benjamin Hussey, Nathaniel Coffin and Stephen Hussey, a "Committee to draw up a Memorial or Remonstrance in order to be prefer'd to the General Assembly of this State to see what Means may be Used to prevent Any future Depredation being made on the Inhabitants of this Town;" and Timothy Folger and Stephen Hussey, Esqrs., were appointed to carry and present it to the general court. The following is a copy of the memorial†

"To the Legislative Authority of the State of Massachusetts Bay.
"The Memorial of the Inhabitants of Nantucket Sheweth:

"WHEREAS the peculiar Situation of this Island Rendering the Inhabitants thereof Continually Exposed to Invasions, Ravages, and Depredations of Armed Men, and having no power of our Own to make the

*The evidence of John McCarter before Nath'l Freeman, Esq. (Letters, vol. 201, p. 42), was that the refugees were going to destroy Nantucket. When asked why, they replied to him,—he having said he thought the Islanders were neutrals,—they had been neutral, "but had taken one or two of their vessels lately," which was probably true. Mr. Rotch speaks of some turbulent spirits who were inclined to oppose non-resistance. Of this number was Capt. Benjamin Bunker, commonly called in Nantucket General Bunker, because of a remarkably strong personal resemblance to Gen. Washington. Capt. Bunker, quite early in the war, enlisted as an armorer in a South Carolina privateer, was captured by the British and made to realize the hospitalities of the Jersey Prison Ship. After his release he returned to Nantucket. Soon after an English privateer lay off the Bar to intercept inward and outward bound vessels. Discovering a schooner running in, she sent two boats' crews to chase her. The men on board the schooner succeeded in beaching her and cutting away her mainmast before the English boats captured her, and Capt. Bunker hastily manning two whale boats retook her, and made prisoners of the late captors. Proceeding then to the wharf, where a "pink stern" schooner was moored, they asked the Quaker owner (Nathaniel Paddock) for the keys to her, that they might take her and capture the privateer. Of course he declined, but in a very guarded "aside," told one of the men "the keys were in the mainsail," and walked up the wharf away from the scene. It did not take long to run out to the Bar. All but two men who were to navigate the vessel were stowed away below, and the helmsman bore down upon the comparatively defenceless privateer. Unheeding the call of the captain to sheer off, the schooner was put along side, the Nantucketers swarmed out of her and on board the Briton, and ere he could realize what was going on he was a prisoner. Capt. Bunker was also instrumental in capturing another English privateer, which lay up near Great Point in the "Cord of the Bay," with a prize. Running down with a vessel with a single 4 lb. gun, before the astonished Englishman could comprehend the situation the gun was fired, killing one man and smashing a boat, the privateer was grappled, boarded and taken. Capt. Bunker, in conveying his prisoners to the Continent, had proceeded as far as Narragansett Bay when the wind came around to the west, and he was obliged to go to Bedford. It was necessary to cross the river in a ferry-boat, and the English captain knowing this, had laid his plans to overpower the guard, seize the boat, and sail for New-York; but Capt. B. divining some such plan, ordered the captain to sit forward, and the mate to sit aft, and with their firearms ready for instant use, the guard kept the prisoners in order. The Englishman afterward told Capt. B. of their plans. This information was communicated to the writer by a son of Capt. Bunker, now living at Nantucket, nearly 90 years of age, but with a memory as fresh and keen as though but 45.

†Petitions, vol. 185, p. 109.

least resistance for our Defence, being principled against all Violent measures, and being left without the hope of Succour, or Relief from the Continent were we dispos'd for Defence: Therefore in this our distress'd Situation we would call on the Legislative Body of this State for Council & Advice, and beg Leave to lay before you our Sufferings in a late Exursion, made here by a sett of Armed Men from Newport, calling themselves Loyal Refugees, who say they were Commissioned, and Authorized by the Commander in Chief of King George's forces, to make Reprisals against the Inhabitants of the Several provinces in America. These associated Refugees being Formidably Armed with weapons of War, did on the 5th Instant Land on this Island, and immediately proceed to plunder Several Stores and Vessels laying at the Wharves of Every Valuable Comodity, the particulars of which will be handed you by the Committee by which you will see our Loss is Great, and falls Heavy on the poor peaceable Inhabitants, And as the Sufferers stand in need of Redress & Compensation, and haveing some hope of it by Applying to the British Commanders at New York, or Elsewhere, We beg your Countenance and Authority to Impower Timothy Folger, and Benjamin Hussey to Repair to New York, & Rhode Island, to solicit for the payment of the Goods taken from the peaceable Inhabitants of this Town and endeavour to put a stop to future depredations of this kind from the Ships and Men under their Authority. We need not Remind you of the Poverty and Calamity of this Town, Even before this Invasion, but now it must be Considered as being one Step from total Desolation.

NATHANIEL COFFIN,
STEPHEN PADDOCK,
STEPHEN HUSSEY,
BENJAMIN FOLGER,
BENJAMIN HUSSEY."*

The court granted the desired permission, but the danger of invasion was not averted, for there soon came tidings that Leonard was planning another similar expedition, and the town was convened to see what should be done. It was necessary to act promptly, and the result was that Dr. Benjamin Tupper, Samuel Starbuck and William Rotch were sent to Newport with instructions to proceed to New York if necessary, to prevent the consummation of Leonard's design, and in the effort they were partially successful. The sloop Speedwell, in which they took passage, was, however, intercepted by a spy-boat in the service of Gen. Gates, and her purpose ascertained, and a copy of the commission taken and forwarded to him. He immediately despatched the copy, with some severe strictures, to the Hon. Jeremiah Powell of the Council of Massachusetts. The subject was of course brought up, and a requisition served on the selectmen of Nantucket to appear, and defend themselves from the charge of corresponding with the enemy. In accordance with this requisition, Frederick Folger, Josiah Barker, Micajah Coffin, Benjamin Hussey and Christopher Starbuck were appointed to draw up a reply, and Stephen Hussey, Esq., to present it to the general court. The reply set forth the peculiar circumstances under which the commission was issued,† the necessity for immediate action, and the fact that nothing more was sought but immunity from further depredations. On these grounds the court in a carefully guarded resolve warningly excused the action. It must be remembered in this connection that communication with Boston in peaceful times in these days was not a question of hours but days; and when we consider that some time after the commencement of Leonard's preparations must have elapsed before news of it reached the island, that many days of valuable time must be lost in communicating with the

general court and receiving a reply, and that in the meantime the object of the ex-

*The following is a message from Jos Powell, Pres. of the Council, to the House of Representatives (Rev. Misc., vol. 158, p. 139).

"State of Massachusetts Bay,
Council Chamber, April 23d, 1779.
"Gentlemen of the House of Representatives:
"It is with grief & concern we hear of the Devastation making at Nantucket by a Number of disaffected Persons, under the Sanction of the British Commanders in America. We are therefore Constrained to recommend to your Serious Consideration the Expediency of taking some immediate & effectual measures for the Capturing of the small piratical Vessels, that are spreading Desolation there; and are determined to do the like in other parts of this State—We shall readily Concur with you in any effectual measures you shall think proper to adopt for that Salutary purpose—

In the Name & behalf of the Council
Jos POWELL, Presd.
In one of these forays tradition says: the refugees came across Joseph Starbuck, a mere boy of 9 years of age. The first intimation he had of their approach was a shot which barely missed its aim. He fled in terror, pursued by the ruffians, even into the arms of a protecting friend, the refugees clamoring for the blood of the man they had chased, and insisting that he was not the one. This incident shows sufficiently the animus of these desperadoes, and the danger in which the Islanders were placed.

†The following is a copy of the said commission (Letters, vol. 200, p. 402).
"Benja Tupper Esqr Samuel Starbuck & Wm Roach you being appointed a Committee by the Inhabitants of the Town of Sherburne in a Town meeting, legally assembled the 12th Day of the fourth Month 1779 to repair to New York or Newport to prefer a Memorial from this Town to the Commander in Chief of the British Navy and Army—you are therefore directed to take the Sloop Speedwell with Francis Chase, Robert Gardner & Jno Cartwright to navigate said Vessel and make all possible Dispatch on the Business of your Mission, and all Persons concerned are directed to forward and assist said Committee when in their Power by Order of sd Town

[Signed]
SILVS STARBUCK, BENJ JENKINS,
WM STARBUCK, ABNER GARDNER,
PETER FOLGER, JNO GARDNER,
BENJA HUSSEY,

Order by the Selectmen of sd Town at Nantucket April 12—1779."

Dr. Tupper prior to the Revolution was High-Sheriff. Samuel Starbuck was some years after United States Consul in New South Wales. Mr. Rotch was a commercial man to the end of his life, of sound judgment and strict integrity, adhering to the principles of his faith alike through storm and sunshine, disaster and success.

petition may have been accomplished, it would certainly be unreasonable to blame the islanders for acting as they did.

In the meantime the Jenkins whose property was stolen, impeached five of the prominent inhabitants of the island (Dr. Benjamin Tupper, Timothy Folger, Esq., William Rotch, Samuel Starbuck and Kezia Coffin) of high treason, for aiding and abetting the enemy, and they were brought before the court to answer to the charge. It appeared in evidence that they had not only endeavored to save Jenkins's property among the rest, but Mr. Rotch had volunteered to pay his proportion to reimburse Jenkins for his loss, and actually did pay more than double his proportion. The committee and Jenkins himself were convinced that the charges were unfounded, and the committee reported that he have leave to withdraw his complaint. This report the Council rejected, and the House unanimously accepted, and thus the matter stood at the close of the war.

Later in 1779 information was received that a fleet was preparing to leave New-York for the purpose of sacking the town, and even of burning it should they be resisted. The fleet soon arrived at the Vineyard, and waited but for a favorable wind to sail down and attack the town. The portable property was rapidly carried out of town by its owners, pending the arrival of the British, and placed in scattering houses or buried to save it from destruction should the place be fired. From an order from Leonard it appeared that the islanders were accused of active hostility to the English. A reply was drawn up denying in general and specifically the charges brought against them, and replying in a spicily refreshing manner to the bragging manifesto of Winslow and Leonard. The easterly winds continued, however, and in the meantime orders arrived from New York to abandon the attempt.

The winter of 1779 was now approaching. A few whalers had been licensed by both parties to pursue their calling, but when a cruiser of either side found the

permit of the other on board, the vessel was remorselessly taken as a prize, and between the two fires, between the upper and nether millstones of war, the prospect was gloomy enough. Accordingly the inhabitants in October addressed to the court the following petition for relief:*

"To the Genl Court at Boston.

"The Memorial of the Inhabitants of the Town of Sherburne on the Island of Nantucket in Town Meeting assembled, sheweth

"That the Inhabitants of Nantucket have had almost an uninterrupted series of difficulties to encounter, since the commencement of the present War, and have shared undeserved severities in the unhappy Contest, and this we apprehend has been for want of due attention and candid consideration of the peculiar situation in which this Island is plac'd, but from a desire to live in peace with all men, we have avoided making complaints until our oppressions are become greater than we can bear. This unhappy period has now arrived at the threshold, and unless some interposition in our favor, must make that awful Havock, which perhaps no part of America have yet experienced & we apprehend it is in the power of the General Court to avert it, and that without the expense of Blood & Treasure, neither of which we desire.

We therefore crave to lay before you our present alarming circumstances: the Inhabitants of this Island are computed at near Five Thousand Persons, in about Seven Hundred Families, at least one half this number if not Two thirds are totally destitute of Firewood, of which doubtless you are acquainted, this Island produceth very little: we consequently are dependant on the Continent for this article, which has for a long time been brought to us very sparingly from the risque occasioned by the frequent passing of British Cruisers, but a total stop for some time hath taken place, a still greater number that now surrounds us, many other necessities of Life we are in great want of, particularly Meal which added to that of Firewood, with the consideration of the high approach of Winter, and the uncertainty of the way being opened, for providing these articles, exhibits a very gloomy prospect. This Island hath been of great advantage to the Government to which it hath been annexed, and may still in a future day be very useful, unless the Inhabitants are obliged to abandon it through necessity, which will not only be distressing to them, but an injury to you. We therefore earnestly desire you would take our distressed situation into consideration, and give us such advice or point out such measures as your Wisdom and Humanity may dictate (consistent with that peaceable disposition, which we wish to maintain with all men) to alleviate us from the calamities that loudly threaten us. For further particulars we beg leave to refer you to the bearer Timothy Folger, Esq. who is appointed by the Town to wait on you for this purpose.

Signed in behalf of the Town,

FREDK FOLGER, Town Clerk."

This petition was ordered to lie upon the table until the following (spring) session, and by that time how was it with the Islanders? Macy says:† "Greater suffering was experienced by the inhabitants of Nantucket, in the year 1780, than at any other period during the war." Cold weather coming on earlier than usual, the supply of wood and provisions, scarce enough at

*Revolution Miscellaneous, vol. 137, p. 272.

†Page 107.

the best, from the continent, was wholly cut off, and the autumn being uncommonly wet but little peat was secured. About the twentieth of December, 1779, the harbor became closed with ice, and the cold was so extreme that for several weeks clear water was invisible from any part of the island. The ice in the harbor became strong enough to bear loaded carts, and by this means the laboring poor were enabled to draw a scanty supply of wood from Coskata, a distance of nine or ten miles over the ice, and more than double that by the

8
circuitous and bad land route. In many places the strong current left thin spots in the ice, and several times these toilers of the sea broke through, but fortunately no lives were lost. The wood, which had been reserved by the proprietors of the land as a shelter for their sheep and horses in the winter, was principally oak and juniper and was small and crooked, but the alternative was the chance of perishing of cold. More distress was felt from lack of provisions, particularly among the poorer classes. Those whom the war had made widows and orphans experienced on this account the greatest sufferings, and "although none are known to have frozen or starved, without doubt some were hurried to their graves through want of the necessities and comforts of life." To the utmost of their power those having food relieved the wants of the destitute. Distress and famine being sure if inaction was continued in, and it being pretty well assured that some of the leading men of the nation looked with an eye of pity upon the sad effects of the war upon Nantucket, it was determined to send Timothy Folger, Esq., to New-York to try to obtain from the British commanders immunity from capture of a few vessels while pursuing the whale fishery, and safety for their property on the land.* Their petition, although not wholly successful, proved advantageous to the people.

One would suppose that by this time the town had given evidence enough, through its magistrates and committees and the trials of its citizens, that the conduct of the inhabitants could not be rightfully complained of, while their aggravations and sufferings were great; but they were again compelled in November, 1780, to forward to the court, by Timothy Folger, Esq., another petition setting forth the misfortunes which had befallen the island in the loss of its whaling fleet, and the desolation created by the torries; repelling with its merited indignation the imputation of clandestine trade with the enemy; declaring upon his honor that all stories to that effect were maliciously false; claiming the right of self-protection as inherent; assuring the court of the desire of the people ever to obey its laws;† and praying that the particular laws governing Nantucket might be framed with regard to the exigencies of the case. I cannot find that any action was taken on this petition, but this same year the court voted it inexpedient to have a senator from Nantucket and Dukes counties. And in 1781, in response to a protest from Nantucket, the treasury of the state was ordered to suspend executions against the deficient constables and collectors of taxes until further orders.‡

*This action was done by consent of the Legislature, the town and Mr. Folger in person warmly urging the necessity of such consent. The amount of damage done at this time by the refugees was estimated at nearly £4,000 sterling.

†Petitions, vol. 186, p. 370.
‡In Dec., 1778, Mr. Folger wrote to a member of the council informing him of the wreck of the flag-of-truce Hammond, returning from Portsmouth, N. H., to New-York, on the shoals near the island, and the landing of the passengers and crew on Nantucket. While they were there three prizes were piloted to Boston, and there were arrivals from and departures for the West Indies. Not deeming it advisable for the English to be spectators, he supplied them with a vessel and sent them to New-York, taking care that she carried nothing objectionable, nor more provisions than were necessary for the voyage. Still later, in 1782, there is on record a similar instance which shows the desire of the islanders to perform faithfully their duties to the state. The English flag of truce, schooner Peggy, put into Nantucket in distress, and applied for permission to make necessary repairs. The selectmen thereupon appointed a committee of ship carpenters to inspect the vessel, and see what was needed. Those repairs which were actually required as reported were allowed to be made, and provisions and water sufficient only to last them to their destination put on board.

§The town in an earnest remonstrance strongly urged the calamitous effect of the war upon the islanders, reducing them to such an extent that they were utterly unable to properly support their own indigent poor.

When William Rotch Kept Nantucket Neutral.

From the New Bedford Mercury.

William Rotch, who was one of the founders of New Bedford, was called upon to face most of the problems connected with the preservation of neutrality in time of war that President Wilson has encountered. Mr. Rotch was living in Nantucket at the outbreak of the war of the Revolution, engaged in the whaling and shipping business. He was a Quaker and a man of peace and when the revolution came the inhabitants of Nantucket considered it expedient to maintain neutrality. At the same time they sought to keep the whaling industry alive and to supply the world with oil. In a memorandum written by Mr. Rotch in the eightieth year of his age, and recently published, he tells how he met the difficulties attendant upon the maintenance of the neutrality of the island. It is interesting to see how identical with the problems which confronted Mr. Rotch are those which have vexed President Wilson, and how Mr. Rotch engineered affairs.

"When the Revolutionary war began in 1775," wrote Mr. Rotch, "I saw clearly that the only line of conduct to be pursued by us, the inhabitants of the island of Nantucket, was to take no part in the contest and to endeavor to give no occasion of offense to either of the contending powers." The only safety for the inhabitants was in a state of neutrality, although it was anticipated that suffering would be their lot. "Our situation was rendered more difficult," wrote Mr. Rotch, "by having a few restless spirits amongst us, who had nothing to lose, and who were often thwarting our pacific plan, and subjecting us to danger, not caring what confusion they brought upon us if they could get something in the scramble." President Wilson might pertinently write that paragraph today.

Among the present-day problems which Mr. Rotch met in the high-and-far-off times was one relating to furnishing armament to the nations at war. Mr. Rotch tells the story in a naive way. Ten years before the war he had taken the goods of a merchant in Boston, deceased insolvent, who was deeply indebted to him. Among these were a number of muskets, some with bayonets. There was a demand for these muskets in the region of the straits of Belleisle region, where a new field for the whale fishery had opened and where there was a demand for the guns to shoot wild fowl. As a member of the denomination of Friends, Mr. Rotch felt it his religious duty to remove the bayonets from the guns, in spite of the protests of the purchasers. These bayonets Mr. Rotch laid aside at Nantucket. When the war broke out an application was made for the bayonets.

"The time was now come," wrote Mr. Rotch, "to endeavor to support our Testimony against War, or abandon it, as this very instrument was a severe test. I could not hesitate which to choose and therefore denied the applicant. My reason for not furnishing them was demanded, to which I readily answered, 'As this instrument is purposely made and used for the destruction of mankind, I can put no weapon into a man's

hand to destroy another that I cannot use myself in the same way.' The person left me much dissatisfied. Others came and received the same denial. It made a great noise in the country and my life was threatened. I would gladly have beaten them into 'pruning hooks,' but I took an early opportunity of throwing them into the sea. A short time after I was called before a committee by the court then held at Watertown, near Boston, and questioned amongst other things respecting my bayonets. I gave a full account of my proceedings and closed it with saying, 'I sunk them in the bottom of the sea. I did it from principle. I have ever been glad that I had done it, and if I am wrong I am to be pitied.' The chairman of the committee, Major Hawley, a worthy character, then addressed the committee and said, 'I believe Mr. Rotch has given us a candid account, and every man has a right to act consistently with his religious principles—but I am sorry that we could not have the bayonets, for we want them very much.'"

Until the end of the war Friend Rotch's vessels were captured by the English, while small vessels and boats sent to various parts of the mainland—"the continent," Mr. Rotch calls it—for provisions, were denied, under pretence that the people supplied the British, which was denied. The people were sometimes in danger of being starved. Mr. Rotch protested, to the governor of Connecticut among others, who was convinced of his error. Then there were people who thought, as Theodore Roosevelt thinks today, that Nantucket ought to have joined in the war, and they began to chide and murmur against Mr. Rotch, considering him to be the cause that Nantucket did not unite in the war, until at one time Mr. Rotch wrote that "the murmuring of the people operated so severely upon my spirits that I was once on the point of asking the Divine Being who gave me life that he would take it from me, for my affliction seemed more than I could bear."

The troubles of the islanders multiplied and Mr. Rotch was continually negotiating for the protection of the islanders and their vessels from the depredations of both sides. Sir Henry Clinton, through one of his aides, the famous Major Andre, promised protection and later on permits were given for Nantucket vessels to whale on the coast, "but it was with great difficulty," wrote Mr. Rotch, "that distinction could be made between British and American armed vessels, as the latter would make prizes of us if British permits were found."

Two Nantucket vessels were taken by American armed vessels as prizes, when permits were found. On the other hand Mr. Rotch was captured by a British privateer while on his way to Quarterly Meeting at Sandwich. Mr. Rotch only recovered his vessel by paying salvage. Congress could hardly be persuaded to grant the Nantucketers permits to allow their vessels to go whaling. Just at this time the war ended.

So William Rotch kept Nantucket out of war, being tried as President Wilson is tried.

I have added considerably to my list of our Revolutionary heroes since I last wrote you on the subject. I can say with absolute certainty that at least fifty Nantucket men served in the colonial army or navy or on privateers from Massachusetts alone. I have from thirty to forty names which are positively identified as Nantucket men. But the difficulties of the search are in many cases quite insurmountable. I have used my leisure at times for weeks without finding a name, and then perhaps would find two or three. On one occasion, after a long unavailing search of many hours, I found within fifteen minutes a list of thirteen. The prime difficulty arises from the fact that few of the muster rolls have any record of the towns whence the recruit comes, and he is credited to the town in which he has enlisted. Thus, in some of the few rolls where correct returns are made, I find Nantucket men enlisted, and credited to the quotas of Bridgewater, Abington and Lynn! And in this respect the naval records are even worse than the military. On ship Protector I find the names of Seth Pinkham, volunteer, Richard Coffin, and George Chase, boys, and William Coleman, seaman. On the Brigantine Hazard (1777-8) I find Silvanus Folger, Daniel Pincum, (I spell them as they are on the rolls) Henry Folger, Prince Coleman, David Gardner, Jonathan Gardner, Nathaniel Dunham and Obed Swain, seamen. Brown Coffin, volunteer, Andrew Brock and Elisha Doane, pilots, John Barnard, steward, Benjamin Bunker, armorer, Francis Gardner and David Chase, boys, William Coleman and John Coffin, marines, John Brock, 2d mate, William Mirick, 3d mate, George Dunham, Cooper, and Silvanus Dunham, Quarter Master. One would say in an instant, why most of these are Nantucket men; but look at the other side. The names of no town, either of habitation or enlistment are given, and looking over the records we find Barnards from Boston, Norwich, Hardwick, Newton, Worcester and Sandwich; Coffins from Barnstable, Fryeburg, Newburyport, Boston, Sanford, Pownalborough, all through the western part of the state, and large numbers in the vicinity of Portland, Maine. And so I might continue with the Colemans and Chases and Gardners. Perhaps in the above list some of your readers will recognize some name as familiar. If they do, I wish they would communicate the fact to you or to me. I am exceedingly anxious to have this list full and accurate. I find in 1776 a list of six men returned for and credited directly to Nantucket, who were to serve for three years or the war. Of a large number of privateers, however, I am afraid there are no muster rolls in existence, and if there were, I think we should find the same trouble as among the rolls of the state-armed vessels of Massachusetts, an impossibility to locate the towns whence the men came, the only guide being a familiar sound to the name, and that, as I have written, is extremely fallacious. In truth, a majority of the names I have recorded as unquestioned, have no recognition in appearance to those common to Nantucket. Can any of your readers give me the names of any who enlisted on board the privateer *Sauvage* Hound when she came down to the bar in 1781, and took on board quite a number of Nantucket men? NANTUCKET, J.E.

March 20, 1875
Partial

REVOLUTIONARY PENSIONS.
THE undersigned offers his services as an Agent for obtaining Pensions from the General Government for Revolutionary services, having had some experience in the business.
Mch 1-31 WILLIAM C. FOLGER.

1854

A PRIL 17, 1875.

Dec. 2, 1916

Correspondence of the Inquirer and Mirror.
WALTHAM, Mass., Nov. 16th, 1874.

MESSENGERS. EDITORS:—I send you herewith a copy of the "Letter from Capt. Alexander Coffin to the Council" of Massachusetts which I promised you last summer. The present is a most opportune time for it, since it is referred to in my article in the N. E. H. & G. Register. I think everyone who knew Capt. Coffin, either by person or reputation, will feel an interest in his letter.

"BOSTON, Sept. 25th, 1776.

GENTLEMEN:—Agreeable to your desire I have collected the particulars of my Voyage from Nantucket to London and from thence to the West Indies and Nantucket and is as follows.

I sailed in the ship Somerset from Nantucket the 27th of August 1775 with a Load of Oil and Arrived in London the 2d October following, there I disposed of my ship and Cargo and Endeavor'd to procure a passage back to Nantucket or some part of America, but by the embarrassments arising from Acts of Parliament restraining and Cutting off Trade and Communication with the Americans, I could find no Opportunity of a Passage back to Nantucket, and was Oblig'd in Conjunction with Capt. Folger, Jenkins and Gardner to Purchase a Brig for that purpose,—and in order to prevent our being liable to be seized or stop'd in our Intended Return to America by any of the King's Customs in London, we were Obliged to Conceal our intentions and by advice of our American Friends there (who Intrusted us with Letters of the Utmost Importance to Messrs Hancock, Adams Franklin and Lee) we put a small Cargo on board the Brig that it might appear we Intended a Trading Voyage, and got her made an English Bottom to Cover our Intentions, which otherwise we could not have Executed. We sailed from London the 23d of May 1776, and in the Downs we took on board Mr. Morris who was a Mayor in the British Service, but he disapproving of their Diabolical proceedings against this Country, sold his Commission and Secured his Effects in London, and took the Resolution of proceeding to America to Enter into their Service, and it was Recommended to him by the Friends of America, as the most Speedy and Safe way to get there. We arrived at the West Indies the 2d of July there disposed of our Cargo and took a small Quantity of Rum Sugar and Molasses, and Cleared out for Halifax, but Intended for the Continent, on the 20th of July in Latitude 32 was taken by the Congress Privateer, Capt. Cragle from Philadelphia who told us that he belonged to Lord Dunmore's Fleet which caused us to destroy the Bill of Sale of our Vessel and many papers which might have been of Service to this Country. Afterwards he acknowledged himself to be a Provincial Privateer, which put us in such Confusion that we did not know how to act upon the Occasion and was determined not to open our minds to him, but to abide by the Consequence for as he had deceived us in one Instance, we did not Choose to give him the Opportunity of another, we still believing him to be one of Lord Dunmore's Fleet—and meant to Trap him—and we was not Convinced that he was not one of them till 10 days after, when we Came up with a French Man Loaded with Powder, bound to the Continent whom he dismissed, which Convinced us that he belonged to the Continent, we then Opened our minds more freely to him and let him know that we belonged to the same, and was Intrusted with the Above mentioned Letters which were Conceald in the Brig and beg'd of him to Let some of us go in the French Vessel, as no one knew where they were Conceald Except ourselves, which he utterly Refused to do, he also refused to let any one of us belonging to the Brig proceed in her to Egg Harbour but he took every person belonging to her, on board his Privateer, with a professed Intention to Carry us as far from the Continent as would answer his design of preventing our arriving in season (as some of his officers told us) to Claim our Right and Recovering our property—he also took all our money being in Gold with him, to a Very Considerable amount, and proceeded with it on a Cruise—the Letters we were Charged with to the Members of the Hon Congress &c were of such Importance and Nature as Required us to act with the Utmost Care and Caution, had they been discovered we Hazard'd our necks and the necks of the best and sincerest Friends of America, we were further Charged with some Verbal Intelligence, such as was Judged to be Interesting and in its Consequences too Important and dangerous to be Intrusted in a Letter we also brought off and Conceald the aforementioned Major Morris which if discovered would be as fatal to us as to him all which we readily took Charge of as we Heartily wished for and Interested ourselves in every Measure that might Contribute to the Information or Success of the American cause altho' as above we hazard'd our lives in the Attempt. The Privateer being short of water was Obliged to put into Abaco one of the Bahama Islands, where he put us on board a Nantucket Vessel who was there after a Load of Salt and he also detained five Vessels belonging to New Providence while he Refitted, and took the Mast out of one of the Vessels and made a Prize of another loaded with salt and sent her to the Continent—also out of the five Vessels he took Twenty Negroes and on the 19th of August he Set Sail for Philadelphia and we at the same time for Nantucket where we arrived the 5th Instant.

The Captains Folger and Jenkins in Company with Major Morris are gone to Philadelphia, in order to get and deliver the abovementioned Letters to Messrs Hancock, Adams Franklin and Lee, and to Petition the Hon Congress that their property may be Restored and Reparation made them for their Detention and suffering without which they and their Families will be very great sufferers, as well as that of

Gentlemen

Your most hble Servant

ALEX. R. COFFIN.

Hon. Council of
State of Massachusetts Bay."

NANTUCKET, Jn.

Nantucket in the British Parliament---1775.

We referred in a previous article on old papers, to the account of the discussion in the British House of Commons, on the "Fishery Bill" as given in the news of the day at that time, from an old copy of the Massachusetts Spy. As supplementary to our friend Starbuck's article on "Nantucket in the Revolution," and for the benefit of all those who are curious in such little matters of past history, we copy so much as relates to the testimony of Capt. Seth Jenkins, a Nantucketer, given in the House of Commons, March 2d, 1775. This contribution may contain nothing specially new, but nevertheless, there is a sort of interest attaching to it:

"Capt. Seth Jenkins, a native of the Island of Nantucket, was called to prove that the said island contained between five and six thousand inhabitants, nine-tenths of whom were Quakers; that the island did not produce more than would maintain twenty families; and that they received their provisions from North Carolina, Virginia, Pennsylvania, New Jersey, New York and Connecticut; that 140 vessels belonged to that port, 132 of which were employed in the whale fishery, and that 128 of them belonged to Quakers; that they had no other employment in the island, and that the total number of vessels employed in the whale fishery, belonging to New England, was 309 sail, from about 50 to 150 tons, that they went out on the whale fishery all seasons of the year, and made two or three trips when they found fish on the coast, but had lately extended their fishery as far as Falkland Islands, and were sometimes twelve months on the voyage to advantage; that he had known ships from England come on their coast, in search of whales, but were always unsuccessful in catching them, though the Nantucket men, at the same time, succeeded well, so much experience is necessary to that business; that they received all the manufactures from London, as well for the fishery as for their consumption; and send all their oil to Great Britain, except a trifling quantity to the continent for its consumption; that in his opinion, if the whale fishery was prohibited, the inhabitants from their principles, would patiently suffer as long as they could subsist, in hopes that so grievous a law could not long continue, but as there was seldom above three months' provision in the island, they must be obliged to emigrate to the southward, as they would on no account go to live under the military government of Halifax.

Mr. BARCLAY observed on the above evidences,—that by the evidence of Stephen Higginson and Captain Jenkins, it was fully proved that, by the operation of this bill, should it pass into a law, the inhabitants of the four provinces of New England may probably be reduced to famine, by the clause which is to restrain their trade; and that, by the deprivation of their fisheries, that dreadful calamity will not only be increased, but a great number of innocent subjects will undergo a punishment which they do not deserve, as by their occupation, the greater part of them are, for the most part of the year, at sea, and consequently have not been concerned in disturbances at home. That, by the evidence of Captain Jenkins, the inhabitants of the Island of NANTUCKET will, in a more particular degree, be affected, from the barrenness of the soil; and they are the more to be commiserated, because, had that island remained within the district of the province of New York, as it originally was, they would not have been included in the bill, it being but sixty years since the island was made a part of the province of Massachusetts Bay. To which he added, "that as the inhabitants are peaceable and industrious subjects, and by the principles of the majority, and the occupation of the whole, are innocent subjects, it was consequently extremely hard that they should be included in this severe punishment. But he desired to be understood, that the people called Quakers have the same regard for civil and religious liberty as others, their fellow subjects, but that their principles lead them to more patient sufferance of oppression than others, in hopes that their superiors may, by proper and respectful remonstrances, be induced to give them relief; for any other mode of resistance they cannot adopt.

By the evidence of Messrs. Higginson and Jenkins it appeared, how terrible were the ideas entertained of the military government at Halifax; how certain it is that the seafaring people of NANTUCKET will be constrained to emigrate elsewhere for subsistence, and how probable that some of them will settle among the French. By the evidence of Brook Watson it appeared, how extensive the fisheries were in 1764; by Hussey and Higginson, how much they are since increased. By the evidence of John Lane, it was proved that a very considerable debt was due to Great Britain from New England, and that, if the fisheries are stopped, there is little to be expected from their other means of remittance. By Watson, Higginson and Jenkins, the impracticability of carrying on these fisheries, to an equal extent and advantage, from Great Britain, was clearly demonstrated; and it was likewise shown, how dangerous it will be to divert a certain trade so beneficial to Great Britain out of its usual channel, as all the advantages resulting from that trade have hitherto centered in this kingdom.

From these combined circumstances, Mr. Barclay declared himself led to believe, that the honorable committee would be convinced of the impropriety of passing the fishery bill into a law; and the House, he hoped, would be convinced, that the merchants and traders of London do not trouble them with petitions, but when the necessity of their case absolutely requires, and that their only anxiety to be heard at their bar before measures are adopted, is from the belief that they have it in their power to give such information to the House as may enable them to adopt measures the most advantageous for the landed and commercial interests of the whole British empire.

Correspondence of The Inquirer and Mirror.

Mr. Editor:

The undersigned has been able recently, to secure for the library of the Nantucket Historical Association a book of not a little value to all citizens of Massachusetts interested in the revolutionary period, and it has special interest for several of the old families of Nantucket.

This book, on the front of the cover has this title: "Honor Roll of Mass'tts Patriots 1777—1779." The title page is as follows: "Honor Roll of Massachusetts Patriots hitherto unknown. Being a list of men and women who loaned money to the government during the years 1777—1779.

Boston: Privately issued for the Massachusetts Chapters of the Daughters of the American Revolution, 1899.

Through the kindness of Miss Sara Whittemore Daggett, State Regent of the Mass. D. A. R., a copy of this little privately issued volume is placed in our Historical Association library. It is a volume that will be specially prized by Nantucketers. For it reveals a practical interest on the part of citizens of the island, during the Revolution, in the federal cause that has always been a traditional belief, but of which documentary proof has been largely missing. Here in this Honor Roll of this Commonwealth is a list of names of which the island may well be proud. During the times of stress, when the struggling colonies were hard pressed and there was a ragged, depleted army, and an empty treasury, there was great need not only for men, but also for money.

There were two reasons why volunteers would not be numerous on the part of the islanders. The prevailing religious sentiment was against war. Again, the island was a sort of "debatable ground." It was exposed to the British navy, and for this reason it was good policy, it was almost a necessity for the social and domestic security, that the inhabitants should not be over-demonstrative in their revolutionary zeal. But there was one way in which the patriotic feelings of the people could help the federal cause without attracting much attention. They could contribute to the financial support of the war for independence. That this was done by a goodly number of the citizens of the island, the accompanying roll demonstrates. The fact that these men put their money into paper that

would have been utterly worthless had the revolt of the colonies failed, shows on which side their sympathies were enlisted. The "Honor Roll" is made up of the list of persons in this state who rendered substantial support by the loan of money to the Federal Government in the years 1777—1779, while the issue was still in the balance, and every dollar loaned might be a total loss.

These names have been copied from the national archives at Washington. They are now published, with an introduction giving an account of the discovery of this record, by Mrs. Bell Merrill Draper of Washington. Bills of credit were issued by the Continental Congress as early as May 20, 1777; and again, April 11, 1778. The country was speedily flooded with this paper, and with counterfeits. Consequently they were greatly depreciated. In 1779, Jan 2, it was resolved by Congress to call in these bills of credit. This list contains the names of those who presented bills for redemption, making oath, or affirmation, that they "were not obtained directly or indirectly at a discount."

The list contains five hundred and ninety-six names. Of this number twenty-two are credited to Nantucket. They are given below. The discovery of these names in the national revolutionary records is historically valuable. It affords contemporary evidence of practical and substantial assistance given to the revolutionary cause by persons whose names do not appear on the military rolls of the revolution. It is also of interest to the descendants of these persons, as it gives them a right, of which they can avail themselves, if so disposed, to membership in the revolutionary patriotic societies. For surely, those who loaned money to the government in the time of its greatest need "rendered material aid" to the country's cause. [The Regent of the National Society of the D. A. R., in a preparatory note, states that the descendants of this honor roll are entitled to membership in the society of which she is the National Regent. It may be questioned whether this is not too liberal an interpretation of what constitutes material aid to the cause of the revolution. Whether all the revolutionary patriotic societies will be as liberal, remains to be seen.

Very truly yours,

MYRON S. DUDLEY.

Honor roll of Nantucket Patriots: Samuel Barrett, Benjamin Bernard, (Barnard?) Alexander Coffin, William Coleman, Benjamin Folger, Walter Folger, Josiah Gardner, Stephen Gardner, Benjamin Hussey, Benjamin Jenkins, Charles Jenkins, Seth Jenkins, Thomas Jenkins, William Jenkins, Francis Joy, William Morton, Joseph Nicholls, Joseph Nichols, Jno. Waterman, Jonathan Worth, Shubael Worth.

REVOLUTIONARY INCIDENT.

The sloop of war Falcon, Capt. Lindsay, one of the ships which had aided the British at the battle of Bunker Hill on the 5th August, made her appearance in Ipswich bay, and came nearly to the mouth of Squam harbor, when Lindsay despatched a barge with about 50 men, to land on Coffin's Beach, and get a supply of sheep from the adjacent pastures. Major Coffin with a few men from his farm and its vicinity—not more than five or six—suspecting his design, repaired to the beach, and from behind stones and knolls kept up such a brisk firing upon the barge as she approached, that the officer in command, supposing a whole company of soldiers to be lying in ambush, concluded to put back to the ship, without effecting his object. Perhaps a bullet from the Major's rifle, which struck the brass plate of his sword-belt and glanced off, influenced his determination. Peter Coffin was one of the Committee of Safety in 1776 and chosen Representative to General Court, held at Watertown, 17th May, 1776, and was chosen Delegate for formation of a new State Constitution in 1779. A Peter Coffin—probably the same—was graduated at Harvard University in 1769, and was twenty-two years Selectman of Gloucester, and nine times a Representative. These facts I have gleaned from various volumes of the Genealogical Register. They may be of little interest to a majority of readers; to others they will be of historic interest, and the minority should sometimes have its taste consulted.

P. A. H.

10
OUR REVOLUTIONARY HEROES.—We have received from our Waltham correspondent the following list of Nantucket men known to have served in armed colonial vessels during the Revolution. He is vigorously prosecuting the search, but the labor of looking over forty or fifty books of Muster Rolls can only be appreciated by those who have undertaken it. There are, in the office of the Secretary of State, about 300 volumes of manuscript, containing from four hundred to nine hundred pages, each; and the large portion of these must be carefully examined page by page.

Perhaps some of our readers can add to this list. If so, will they not do so before the record is irretrievably lost?

On board ship Thomas, of Salem, were James Dier and Thomas Mingo, both of Nantucket, in 1780.

On brigantine Gen. Wayne, Henry Gerald, of Nantucket, was cooper, in 1780.

On brigantine Lucy were the following Nantucket men: William Ramsdell, mate; John Morris, Samuel Marshall, Asa Folger, Simeon Ellis, James Rowen, C. Coleman, V. Rowlin, Reuben Yomans, seamen, in 1780.

On schooner Grampus were Tristram Macy and Obediah Folger, of Nantucket, in 1780.

Jan. 26, 1875
Correspondence Inquirer and Mirror.

WALTHAM, Mass., Oct. 9th, 1882.

MESSRS. EDITORS:—I notice by yours of last Saturday that you propose devoting a column to local history and genealogy. I am glad of it. I hope it will tend to dispel some of the errors and inconsistencies which are prevalent. You will remember some years ago a discussion occurred through your columns, regarding the attack upon the privateer Prince of Neufchatel by boats from the British frigate Endymion. That discussion, in which I think I took part, was occasioned, if my memory is correct, by an article in *Harper's Monthly Magazine* in which the writer mentioned conversing with some who had, from their house-tops, witnessed the struggle. The ground taken, and I think thoroughly sustained, was that under the circumstances this observation was impossible. I noticed a few weeks ago the INQUIRER AND MIRROR repeated the, to my mind, impossible story. Understand me, I do not for a moment desire to be understood as intending to impeach the veracity of the citizen who thinks he remembers to have seen the struggle from a house-top; I simply think he is in error, and that some other occurrence has become associated in his mind with this one.

Let us briefly review the circumstances: The account is related somewhat at length in Coggeshall's "History of American Privateers," p. 241, &c. Reckoning as nearly as I am able, I find that in October, 1814, the moon reached her phase called new on the morning of the 14th. She rose—in her last quarter—on the 10th, at about two o'clock in the morning. The sun set about half-past five. In brief this is Coggeshall's account, taken presumably from official sources. At noon the Prince was off Nantucket, the island bearing North about half a mile; the Endymion was discovered off Gay Head in chase; the privateer was becalmed, and the frigate having a fresh breeze closed rapidly. At 3, P. M., the Prince took the breeze and took the prize in tow, the frigate about 12 miles off. At 7, P. M., wind calm, privateer and prize anchored about a quarter of a mile from each other. At 8.30 the prize signalled that boats were coming from the frigate to attack. All hands were called to quarters and prepara-

tions made to give them a warm reception. About 9 o'clock, it being dark, the sound of oars was heard. Those on the Prince could not see the boats, and a few shots were fired to draw a reply and find where the enemy was, but without success. The frigate's men were in five boats and ran alongside the Prince, one on each bow, one on each side and one on the stern. The action lasted about twenty minutes. Now if the boats could not be seen from the privateer until close aboard, on account of the darkness, is it not evidently a mistake for any one to claim to see the fight from a distance of four or five miles, under the circumstances? So I say I am glad you are intending to devote a column to historical and genealogical notes and queries. By the way, are you aware that as long ago as about 1828 some poor, thin-skinned islander took exceptions to Holmes' Hole and wanted it called, I think, Holmes' Ville?

You will remember that your issue of Sept. 30 contained an account of the brig Orbit, Capt. Nash, being at anchor near the bar, having lost her rudder. Now it so happens that the Captain's family are living in the other part of the house where I abide. Of course Mrs. Nash was considerably disturbed at the seeming peril that her husband was in; but I lost no time in assuring her that he was in no danger from cannibals, or of being sold into slavery. I assured her that the wreckers of Nantucket were men who had repeatedly risked their lives to save those of others, and I narrated to her the story of that terrible cold night when six gallant townsmen of mine toiled over the alternately breaking ice and freezing water to the rescue of the crew of that wrecked schooner. I think she was convinced that our Nantucket wreckers were not a gang of plunderers and thieves; at least I hope she was.

NANTUCKET, JR.

Oct. 14, 1882
Correspondence of the Inquirer and Mirror.

WALTHAM, March 12th, 1875.

MESSRS. EDITORS:—Let me elaborate somewhat my idea of the way of carrying out the projected Re-union. First, I assume that it must take place under the auspices of the High School Association. Why? Simply because they, having been through the mill, are better acquainted with the ropes than those who have had no experience, and if a person thinks that a plan can be successfully carried out in this direction by those who know nothing of the practical working of such affairs, he or she is less wise than many thought. But, some one kindly suggests, the High School Association can't take care of its own Re-union let alone becoming foster father (and mother) to this one. That reminds me of a little affair in my business experience. You know, Messrs. Editors, that all persons pursuing an occupation that is somewhat incomprehensible to what some one is pleased to call "the great unwashed," are open to suspicions of irregularity (that is the correct expression I believe). Well, we of the Fraternity Horological are always accused of purloining wheels and jewels, and faith, I sometimes think whole clocks and watches, the unfortunate suspicious ones not thinking that the jewel, wheel, &c., derives its value, not from its intrinsic worth, but from its handling by a dexterous workman. So much for prologue. One evening, as I was complacently looking around in my store, in walked a somewhat inebriated native of Hibernia, and after a brief, very brief, conversation accused me of changing the movement in his watch. In vain I expostulated, and tried to prove the impossibility or at least improbability of the thing. One can argue against almost anything but whiskey; that's a staggerer (evidently a pun but not so intended). I asked him if he hadn't got the certificate of his watch with the number on it? "Ah!" says he, "that's where ye have me." "But," said I, "you surely must have some record of the number." "An that's where ye have me agin!" he said. I asked him one or two more such leading questions, but only got the same answer. And so I might reply to the person who recklessly makes that remark about the H. S. Association. "That's where ye have me," but let me whisper to you privately that perhaps the next Re-union of our Alma Mater and family is nearer than many of you expect.

I should say then let's have our own School gathering this coming summer with all the *ecst* possible. Let one day or two days be set apart for the grand celebration, where every one may meet every other one upon a level. Make a gala week of it. The tent and all the paraphernalia that the School Association uses will be on the ground ready for use, and the expenses of transportation and putting up and taking down saved. I assume that the Re-union is to take some "celebration" shape. If it is not, if it is to be a mere trip to the island and a "how d'ye do" and return, then I presume it can take care of itself, and I am inclined to think will draw about as many visitors as an average clam-bake (with odds in favor of the bi-valve gathering). If there is to be the shadow of a celebration there must be a head, and experience shows that the number of men available for this work is extremely limited. By making it a part of our Alumni Re-union we have the men who have had the experience and the ambition and the nerve to carry it through in shape.

I have been reviewing, Messrs. Editors, the report of your School Committee. Since about the year 1825 Nantucket has had free public schools. They have been an ornament and a pride to the town. More than that, they have been peculiarly a decided success. An education at the Nantucket High School has been many a young man's passport to an excellent situation. Some of the best and best-paid teachers in the country are graduates of Nantucket schools. They are teaching to the number of two hundred in the best schools of almost every State of the Union. The money paid out by Nantucketers to foster and encourage their schools, so renowned everywhere, has returned to their descendants an hundred fold. Said a lady to me a few days since (herself an excellent teacher) "I have never seen an ignorant person who came from Nantucket." I say with your committee, keep up the excellent standard of your schools. Wherever else you economize be liberal there. Every year demonstrates that where education is, there is political power and political integrity. The safety of the nation depends upon the thorough education of the people. By liberally sustaining your schools you are only fitting your own children for those higher stations in life which learning has accorded to it, while ignorance, the hand-maid of vice, must be content to grovel. I feel a lively interest in the public schools of my native town, and I think one who is absent from the island can see the advantages a Nantucket education has accorded better than those who still remain there.

I have added considerably to my list of our Revolutionary heroes since I last wrote you on the subject. I can say with absolute certainty that at least fifty Nantucket men served in the colonial army or navy or on privateers from Massachusetts alone. I have from thirty to forty names which are positively identified as Nantucket men. But the difficulties of the search are in many cases quite insurmountable. I have used my leisure at times for weeks without finding a name, and then perhaps would find two or three. On one occasion, after a long unavailing search of many hours, I found within fifteen minutes a list of thirteen. The prime difficulty arises from the fact that few of the muster rolls have any record of the towns whence the recruit comes, and he is credited to the town in which he has enlisted. Thus, in some of the few rolls where correct returns are made, I find Nantucket men enlisted, and credited to the quotas of Bridgewater, Abington and Lynn. And in this respect the naval records are even worse than the military. On ship Protector I find the names of Seth Pinkham, volunteer, Richard Coffin, and George Chase, boys, and William Coleman, seaman. On the Brigantine Hazard (1777-8) I find Silvanus Folger, Daniel Pineum, (I spell them as they are on the rolls) Henry Folger, Prince Coleman, David Gardner, Jonathan Gardner, Nathaniel Dunham and Obed Swain, seamen. Brown Coffin, volunteer, Andrew Brock and Elisha Doane, pilots, John Barnard, steward, Benjamin Bunker, armorer, Francis Gardner and David Chase, boys, William Coleman and John Coffin, marines, John Brock, 2d mate, William Mirick, 3d mate, George Dunham, Cooper, and Silvanus Dunham, Quarter Master. One would say in an instant, why most of these are Nantucket men; but look at the other side. The names of no town, either of habitation or enlistment are given, and looking over the records we find Barnards from Boston, Norwich, Hardwick, Newton, Worcester and Sandwich; Coffins from Barnstable, Fryeburg, Newburyport, Boston, Sanford, Pownalborough, all through the western part of the state, and large numbers in the vicinity of Portland, Maine. And so I might continue with the Colemans and Chases and Gardners. Perhaps in the above list some of your readers will recognize some name as familiar. If they do, I wish they would communicate the fact to you or to me. I am exceedingly anxious to have this list full and accurate. I find in 1776 a list of six men returned for and credited directly to Nantucket, who were to serve for three years or the war. Of a large number of privateers, however, I am afraid there are no muster rolls in existence, and if there were, I think we should find the same trouble as among the rolls of the state-armed vessels of Massachusetts, an impossibility to locate the towns whence the men came, the only guide being a familiar sound to the name, and that, as I have written, is extremely fallacious. In truth, a majority of the names I have recorded as unquestioned, have no recognition in appearance to those common to Nantucket. Can any of your readers give me the names of any who enlisted on board the privateer Saucy Hound when she came down to the bar in 1781, and took on board quite a number of Nantucket men?

NANTUCKET, JR.
March 30, 1875

'The Forgotten Man' of Boston's Famous Tea Party.

The annual meeting of Thomas Turner Chapter, Sons of the Revolution, held on Saturday evening last, was on the 160th anniversary of the Boston Tea Party, in which event Nantucket indirectly had quite an active interest. The following interesting historic sketch of that little impromptu affair, which took such an important part in the nation's history, was presented by the Chapter's historian, Edouard A. Stackpole. The article covers a bit of Nantucket history that will doubtless be read with interest as a valuable contribution to the chain that links the Nantucket of the present with the Nantucket of the past. Mr. Stackpole's article was as follows:

Today, December 16th, is the one hundred and sixtieth anniversary of a declaration of rights which has since been known as the "Boston Tea Party". This was an event of great importance in its immediate resultant morale to the colonists from Maine to Georgia, and from the Atlantic to the straggling settlements on the slopes of the Alleghenies.

The several factors involved make it of exciting interest. British-owned tea from the East Indies, carried to Boston by Nantucket whalerships manned by Quaker seamen; the tea mixed with the salty water of the New World by a band of patriots disguised as Indians. It all provides a mixture of sentiment and cross-purposes which directly declared the spirit of a new era in the history of this continent—the Revolution.

History supplies a needed place in the balance of life. The greatest service which the sons of the Revolution can perform as an organization is to combat the present-day tendencies of the professional "history debunker", so-called. A debunker is a strange person. He applies his own life-time to the problems of a previous century, and forms opinions that are based upon his own experiences with his fellow-men.

Our forefathers of the Revolution need no champion. Their deeds tell their stories, their purposes, their accomplishments. No better illustration of this can be given than the Boston Tea Party. Although the Nantucket of those days played a prominent part in that pre-Revolutionary event, the island's chief actor in the scene has been entirely lost sight of by the historian. This islander was Joseph Rotch, son of William Rotch, the well-known Quaker merchant.

A perusal of the lives of individuals of those days gives a true version of the intensity of feeling that pervaded and animated the people. The excitement of righteous indignation that followed the tax on tea had its outlet in several stirring scenes, the burning of the "Gaspee", for instance; but the most famous was the Boston Tea Party—a truly purposeful and deliberated act.

Tea was the means to satisfy the British principle of the right to tax, and it became the colonial symbol of the right to refute that principle. The sturdy New Englanders resolved, with all their strength of character, that tea, as a symbol of British tyranny, should not be allowed to sell itself on Colonial shores. The words of the old verse ran:

"Columbia's spirit can't stoop so low
As three pence a pound for tea!"

It was the breaking point of that view that climaxed in the Boston Tea

Party. Right was all the New Englander cared about, and the results of their resistance prove that they were eager to fight for that right.

Today, Boston, as a city, has little if anything but a bronze tablet, to observe that famous 16th of December in 1773. But Nantucket is much closer to the past. The flag floats above the brick building on the lower square known as the William Rotch counting house, because it was from this sturdy structure that the Nantucket whalerships which carried the cargoes of tea sailed from this harbor for London, one hundred and sixty years ago.

Nantucket, in those days, was the greatest whaling port in the world. This fact is directly responsible for the feeling with which Nantucketers were regarded by the rival ports in New England. The islanders were a race apart from other seamen, inasmuch as they were the greatest exponents of the whale fishery existent, and their religion—that of the Society of Friends—tempered their courage with wisdom. The island was practically an independent unit, then. London was the best customer for the whale oil, and England was in many ways closer to the Nantucketers of those days than the average Colonial seaport.

Time came, later, when Nantucket found she could not remain independent—a neutral bit of the world as she had wished—but must choose between the stern and short-sighted parent and the indignantly lusty brothers. We all know what side the island finally chose.

The three ships which cleared from the Rotch warehouse in 1773 were the "Dartmouth", Captain James Hall; the "Beaver", Capt. Hezekiah Coffin, and the "Eleanor", Captain James Bruce. The first two were owned by William Rotch & Sons.

When they arrived in London to discharge their cargoes of oil they were held in port there until a return cargo of tea was put aboard. Because of the threats against any ships bringing tea to America, it was at first difficult for the British East India Company to charter vessels. Whether they believed the colonists would be less vindictive with ships of their own is not known, yet the great London Company was only too glad to consign the tea to the Nantucket ships.

When the ships arrived in Boston harbor, on the 28th of November, 1773, the citizens of Boston became active. Francis Rotch, who was quartered on the "Dartmouth", was summoned before the Boston Committee headed by Samuel Adams. The Committee demanded that the ships return the tea to London. Joseph Rotch, true to his Quaker principles, gave Adams no promise other than that he would not land the tea. A twenty-day truce was declared, during which time the Committee thought that the Collector of the Port would grant the ships clearance papers for the return voyage.

The days passed with the ships still at their berths at Griffin's wharf. On December 11th, Rotch was again called before the Boston Committee. When he was asked why the ships had not sailed, the Nantucket merchant replied:

"It is out of my power. The Collector denies me clearance."

"The ships must go", replied Chairman Adams, "the people of Boston and neighboring towns absolutely require and expect it."

But those were shrewd times. The three ships remained. Francis Rotch walked about the streets of the city with as much safety as on the deck of the "Dartmouth". The people met in their coffee shops and private gathering places and denounced the menace of the tea. The leaders kept their own counsel. One of them was John Hancock, merchant, patriotic smuggler, and man-about-town, who was intimate with the Rotchs as well as other Nantucket merchants.

Bancroft says: "On Tuesday afternoon, December 14th, a meeting of the people again directed Rotch to apply for a clearance before the Collector of the Port—Rotch did so, accompanied by Kent, Samuel Adams and eight other witnesses."

Of course, the Collector refused to give an immediate answer. The assemblage repaired to their homes. On Thursday, the 16th of December, (the last of the twenty days) the climax rapidly approached. Joseph Rotch was biding his time. He knew the character of the Boston patriots just as he knew the merchants that comprised the British East India Company, secure behind the King's ministry, and he knew the motives that kept the Port Collector hedging and Governor Hutchinson backing and filling. Like a student of human nature he waited the sequence of events.

The sixteenth of December was one of the most exciting days in Boston history. At ten o'clock that morning the people of Boston and out-lying towns met in the Old South Meeting house. Francis Rotch was on hand. He informed the Committee that the Collector had referred him to Governor Hutchinson for authority to grant the clearance. Here was a Revolutionary example of "passing the buck".

The Committee declared to Rotch: "Protest immediately against the custom-house and apply to the Governor for his pass, so that your ships may proceed on the voyage to London this very day!"

But the Governor had stolen away to his country house in Milton.

At three o'clock that afternoon, the meeting reformed in Old South. It was addressed in words of fire by Adams, Young and Quincy. The entire assemblage—seven thousand—voted that the tea should not be landed.

The December twilight settled over Boston's gabled roofs. A few candles made a feeble glow in Old South, but they gave enough light to bring out the silent rows of faces—faces of tradesmen, farmers, artisans, shopkeepers, merchants and seamen—all set with a single purpose.

Rotch suddenly appeared. He spoke in a low voice to the Committee: "I have done all I can. The Governor has refused me a pass. He claims the ships were not properly cleared at London."

It was evident that the Nantucket merchant's honesty was unquestioned. He stood before the hostile assembly in his Quaker garb, quiet in speech, sober in mien, deliberate in movement. The inference of his message was plain, also. Governor Hutchinson, in turn, had lost his courage.

Samuel Adams arose. The flutter of sound that followed Rotch's words became instantly stilled. In the flickering candle-light, Adams looked alone as he stood on the platform.

"Fellow citizens", he said, "this meeting can do nothing more to save the country!"

Then, as if from some pre-conceived plan, an Indian war-hoop resounded from the rear of the hall. It was a signal. The scene shifted quickly, and from Old South a band of Indians, garbed even to war-paint, led by John Hancock, Adams and others, started away, sending the echoes back through the streets as they made their way to Griffin's wharf.

We all know what happened—how the "Indians" boarded the tea-ships, hauled up the boxes and bales, broke them open and dumped the tea into the harbor.

But, in the back-ground an important figure has been almost lost. It is the figure of Francis Rotch, and he must have been smiling at the antics of the "Indians". And is it not true that, aside from a few splintered hatch covers, not a single ship was harmed by the painted savages?

On this one hundred and sixtieth anniversary of that stirring Tea Party we may hearken a bit to the echo of those principles that were "called out in meeting" in those times. Let it be noted, too, that there were active patriots among our Nantucket forebears, but let us remember that many of them saw beyond the conflict, and, like Joseph Rotch, believed that:

"They also serve, who only stand and wait."

Francis
Rotch

Francis

"The Tea Ships" And Other Nantucket Subjects.

Editor of The Inquirer and Mirror:

At the last meeting of the Historical Association some discussion arose regarding the tea ships in Boston harbor. Their identity is fixed beyond question historically. It is somewhat curious that Bancroft in his compendious history names but one—the Dartmouth, which was the first one to come up the harbor. He mentions the coming of the others, but does not give their names.

Lossing, however, in his "Field-book of the American Revolution," goes more into particulars. Mr. Lossing visited personally almost every historical locality that he had occasion to mention and, as he once wrote me, was a strong believer in the use of illustrations as aids to the text. He describes the Dartmouth, Capt. James Hall, as being the first to arrive, followed shortly after by the Eleanor, Capt. James Bruce, and the Beaver, Capt. Hezekiah Coffin.

This is corroborated in "John Hancock, His Book," by Abram English Brown, of Bedford, who died but a few years ago; and who evidently wrote largely from Hancock documents. The Dartmouth, he says, and doubtless with entire truth, was owned by Francis Rotch—the Eleanor and Beaver were doubtless owned jointly by Francis and William Rotch. By the way, Mr. Brown's book contains an engraving of William Rotch evidently copied from a painting.

Dec. 21, 1920

When The Town of Sherburne Petitioned For Relief.

When speaking before the "Sons and Daughters of Nantucket" at the annual reunion in Boston in November, Hon. Henry F. Long, Commissioner of Corporations and Taxation of the State of Massachusetts, read an interesting extract from the records at the State House which contained some valuable information in relation to Nantucket. It was a petition to the House of Representatives in June, 1751, from the people of the town of Sherburne, and in order that those who are interested in the history of Nantucket may read the same we are presenting it herewith:

To the Honorable House of Representatives of the Province of the Massachusetts Bay in New England now sitting at Boston, June 1751.

The petition of Grafton Gardner, Esquire, George Hussey and Richard Coffin, Yeomen all of Sherburn in the county of Nantucket and committee of the said town of Sherburn in the name and behalf of the said town humbly sheweth—

That at the last session of the general court in the valuation of the several towns in this province, the said town of Sherburn was rated fifteen pounds, eleven shillings and sixpence as their proportion of a thousand pound tax, which said assessment is near three times as much as the former; that as your petitioners' Representative was then absent, and so, many facts relating to the state and trade of the said town were mistaken by the honorable house, and as they conceived themselves vastly overrated by the present assessment they humbly pray this honorable house would please reconsider the same, and grant them relief therein and thereupon and beg leave to inform your honors.

That the said Island is by reason of the Seas wasting it in some parts, and the sand blowing on others many thousand pounds worse than it was when the last Valuation was made and at the best it is a very sandy barren land and would not support above sixty families in eatables with its own produce.

That it is absolutely incapable of improvement being clear of all sort of timber, trees or wood so that we are obliged to produce all sorts from the largest timber to the smallest whip, which does not cost us less than forty thousand pounds, old tender, yearly and it is also destitute of stones so that we are obliged to fetch those we use for building outside of the Island, and even generally ballast our vessels abroad.

That the cod fishery round the Island has felt yearly it so much that there have not been half enough cod this present year for the inhabitants to eat fresh, and the fishery on the shoals so fails that it is now entirely neglected. As to the whale fishery; provisions, boats, oars, barrels and the other necessities for those voyages being increased in their price much more than oil has, and the voyages being now two months longer than they used to be, the neat profit on this trade is far less than formerly. And the great part of what is got in the said fishery is by such as never became Residents of our Island nor pay any taxes there, there being not less than two hundred persons employed in our Fishery yearly of this sort, besides that our whale fleet is a great part of it owned by persons residing in other Towns.

That as to the Vessels which are loaded at our port and sail for Great Britain (the consideration of which as your petitioners have been informed laid the honorable house to raise our assessment so much) your petitioners beg leave to inform your honors that it is only for three years past that any vessels have so sailed from it, that they have always been chiefly owned and freighted by inhabitants of other towns, that in the two first years there sailed only two

sloops each year, and in the last year there sailed four vessels from the said Island for Great Britain, the largest of which wholly belonged to Merchants in other towns and was chiefly freighted by them, and of the others a small briganteer and two sloops and half of one and the quarter of the other two was owned abroad, and near three-quarters of them were freighted so; and this present year only one sloop has sailed from us, and not above half of vessel and cargo is owned among us.

Your petitioners beg leave further to observe to your honors, that as they found themselves formerly assessed, so that they greatly fear it will not be possible for them to bear up under so great an addition; but that if there come a large province tax, they must be obliged to quit their Town, as the inhabitants of Province Town did formerly—in which case not only your petitioners but the whole province would be great sufferers, as the importance of the whale fishery is not unknown to your honors.

Your petitioners therefore humbly pray your honors would take the premises into consideration and grant them such relief as to your wisdom shall seem neat.

And as in duty bound shall ever pray.

(Signed) George Hussey for himself and by the desire of Grafton Gardner and Richard Coffin, Committee.

Apparently no favorable action was taken upon the above named petition as no order of abatement appears in the Province Laws. I do find, however, the following action taken with respect to a subsequent petition in the notes to the Province Laws, Volume 3, page 1055:—

"January 17, 1757. A Petition of Jonathan Coffin in behalf of the Inhabitants of Nantucket showing that in the Course of the last Year they have lost by the Enemy and Shipwrecks one fifth Part of all their Navigation, and upwards of One Hundred Men or at least the benefit of their Service and have many Widows and Fatherless Children thrown upon them for a Support by means of said Disasters. And inasmuch as the greater Part of the Inhabitants of said Place are Quakers they are by Law subject to the Payment of Thirteen Pounds Six Shillings and Eight Pence for each and every Man that must otherwise have gone into the Publick Service, the Payment of which would be very burdensome under their present distressing Circumstances, Therefore Praying for an Abatement.—

In the House of Representatives; Read and Ordered that the Prayer of this Memorial be so far granted as that the Assessors of said Island be and hereby are allowed in making their Assessments for their Province Tax for the Current year to add thereto only the Sum of One Thousand Pounds for Deficiency of Soldiers instead of Fifteen Hundred and Six Pounds thirteen Shillings and four Pence, which was added to them by this Court for that reason in the last Tax Act, and that the Province Treasurer be and hereby is directed on their Paying the said Sum of One Thousand Pounds into the Treasury to give a Discharge in full for their said Additional Tax.—In Council; Read and Concurr'd—Consented to by the Lieutenant Governor"—Ibid. (Council Records, Vol. 21, page 338.)

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This is corroborated in "John Hancock, His Book," by Abram English Brown, of Bedford, who died but a few years ago; and who evidently wrote largely from Hancock documents. The Dartmouth, he says, and doubtless with entire truth, was owned by Francis Rotch—the Eleanor and Beaver were doubtless owned jointly by Francis and William Rotch. By the way, Mr. Brown's book contains an engraving of William Rotch evidently copied from a painting.

I have recently bought a little 16 page pamphlet of Nantucket that is entirely new to me. The title page, which is in quaint old style text, is

A
Pictyvre Booke
of ye
Patchworke Vyllage
'Sconsett: by: ye: Sea
Ye pictyvres was drawn by
George Gibbs, hys son
from others mayde by
Master Wyere and Master Platte.
by ye helpe of ye sunn
&
they are printed by
E. T. Underhill & Companye
att
Number 22 Spruce streete
Neare ye swampe in
Ye Citye of New Yorke
1885.

It is wholly illustrations of 'Sconsett and includes an excellent picture of Capt. Baxter, as well as a picture of the village in 1791 reproduced from an "engraving belonging to Mrs. Elizabeth A. Coffin, of Nantucket."

It is very interesting to me, especially the copy I have, which contains on its last blank page the autographs of 13 persons written at 'Sconset, Sept. 11, 1885, among them being Ambrose Webster, of Waltham, and Joseph S. Barney, of Nantucket. I should say that they were probably members of De Molay Commandery, Knights Templar, who must have made a pilgrimage at that time. The names are all of prominent Masons, headed by Abraham Howland, Jr., who was at one time Most Wor. Grand Master. Did you ever see a copy of the book?

There is one thing I am somewhat struck with when I go to Nantucket sometimes and that is the tendency continually to advance rates for board. It is true that the times for the past two or three years have been exceptional and an advance was naturally to be expected, but to continue to advance to an unreasonable degree because there is a healthy demand is simply going to kill business eventually.

Nantucket, Jr.
Waltham, Dec. 21, 1920.

Dec. 25, 1920

Nantucket in the Revolution.

Editor of The Inquirer and Mirror:

In the January number of the New England Magazine appeared an interesting article on "Nantucket in the Revolution," written by my friend, Arthur H. Gardner. I read it, as I read all articles relating to Nantucket, with pleasure and profit, but there are a few points on which I beg leave to express an opinion somewhat at variance with that expressed by Mr. Gardner.

The records of the town of Nantucket, as might naturally be supposed, are very meagre in their information concerning even those events in the Revolution that affected the islanders. July 27, 1774, the town appointed a committee of five "to open and carry on a Subscription for the relief of the Poor of the Town of Boston." This was the only business transacted, and presumably was to relieve the distress occasioned by the Boston port bill. The only town meetings held in 1775, 1776, 1777 and 1778 were for the sole purpose of electing town officers and transacting the ordinary yearly business.

April 9, 1779, a meeting was held by the town and a committee, consisting of Timothy Folger and Stephen Hussey, Esq., was appointed to "be sent to the General Court of this State in order to obtain Permission to make application to the Commander of the British Forces at New York & Rhode Island to see if we can prevail on them to put a stop to future Depredations and see if they can obtain a Reparation for the Property already taken away." Nathaniel Coffin, 2d, Stephen Paddock, Stephen Hussey, Benjamin Folger and Samuel Gelston were chosen a committee to prepare a "Remonstrance or Memorial to be presented to the General Court by the persons above named."

Three days after, on April 12, it was "voted that the same man or men be sent immediately to Newport or elsewhere to avert the impending stroke threatened us by the British Forces at this time." William Rotch, Benjamin Tupper and Samuel Starbuck were appointed for that purpose, and another committee was appointed to draw up a memorial for them to present.

June 1, 1779, a town meeting was held to choose a committee to attend the General Court to answer to the requisition sent to the town, and to make "a full and true Representation of the state of facts that led us to send a Memorial to the Commander of the British Army and Navy at Newport & New York," and a committee was also appointed to prepare a memorial to present to the General Court. This was in response to an order from the General Court, adopted April 22, citing the town to appear on the second Wednesday of the next session to "give an Account of their misconduct" in the matter of sending a committee to arrange with the British commander.

July 7, the committee appointed to go to Newport and New York made its report and it was voted "that the Town and all the Particular Inhabitants thereof will remain in a quiet and Peaceable Disposition and Situation of the future as being the Ground & Basis of the Indulgence granted them by the British Commanders at

Newport and New York." September 18 of the same year the record says: "The Manifesto sent to the Town from the British forces at Marthas Vineyard was read and Considered. Voted that the Inhabitants of the Town Remain peaceable and that they Disavow every hostile proceeding towards the British forces or Servants of the King & to conduct themselves in such peaceable manner as to entitle them to a continuance of the Indulgences heretofore granted by the Commander in Chief at New York. Voted that Timothy Folger, Esq., Stephen Paddock & Dr. Samuel Gelston be a Committee to draw up a memorial to lay before the Commanding officers of the British forces at the Vineyard and that they carry the same and lay it before them. Voted that the Town will present the British forces with an Ox (that are now in this Harbor) in the room of the one that they lost." On the 30th of the same month a committee was chosen to draw up a memorial "in behalf of the Town, setting forth the Grievances & Distresses the Town now Labours under in order that the same may be presented to the General Court." Timothy Folger, Esq., was delegated to present the memorial and to plead for the Town.

May 22d, 1780, Timothy Folger was again delegated to go to the General Court and endeavor to have repealed a resolve which was passed June 23, 1779, which forbade the town sending any memorial to or having any communication or correspondence with the British commanders.

January 13, 1781, committees were chosen to draw up and to present to the General Court a remonstrance "setting forth the Distresses of the Town and praying for some Indulgence to apply to the Commanders of the British forces at New York for Relief." On the 17th of February this committee made a report to the Town which was "accepted as satisfactory." June 6, "a Requisition from the General Court respecting the Nonpayment of Publick Taxes was read & Considered." A committee was chosen to draw up a memorial in answer to the requisition and another committee was chosen to present it to the General Court, after it had been approved by the Selectmen, and to make such further Answer to their Requisition as they shall think Needful with full power and authority to act and do whatever they shall think most proper for the good & benefit of the Town." This requisition was a summons from the General Court to the selectmen of the towns in Dukes and Nantucket counties to appear at the June session and give their reasons for neglecting to pay their proportion of the public taxes. By an order dated July 2 the order for an execution for the collection of these taxes was suspended until further orders.

October 3, 1781, it was "Voted that Samuel Starbuck, William Rotch, Benjamin Hussey be a Committee to go to New York to Represent the Depredations lately made in this Town to the Commander in Chief of the British forces at New York and to endeavor to obtain some relief and alleviation of our Distress." A committee was chosen to draw up a memorial to be presented to the commander-in-chief and the Selectmen were instructed to issue credentials to the first-named committee. At a meeting held December 19, the committee made their report and the town voted "that the committee have well and faithfully answered and Discharged the Duty and business of their Mission."

September 25, 1782, it was voted "that a Memorial be drawn up and sent to Boston to represent the true State of Facts respecting this Town to the General Court." A committee was chosen to draw up the memorial and another committee to present it to the Court, with power to employ counsel. November 23 a committee was chosen to carry a memorial to Congress.

I have given the record of the town somewhat at length, recording the text or substance of every item that appears in the records that has any bearing on any phase of the Revolution, to show that at no time does it appear that the town was called upon to supply men, and seldom for taxes, and even orders for these were cancelled. The instance which he mentions under date of January 25, 1782, in which the town of Sherburne was given 10 days more in which to furnish a man to replace a deserter, refers to the town of Sherborn in Middlesex county. The resolve of the General Court of March 7, 1782, does set as Nantucket's quota of 1500 men to be raised 16 men, but there is no indication that any attempt ever was made to enforce any allotment in Nantucket.

Mr. Gardner says: "Just how many Nantucketers entered the American service can never be ascertained, for the reason that many enlisted to the credit of towns on the mainland, or otherwise concealed their identity out of consideration for the avowed neutrality of Nantucket, but it is known that at least twenty-one men were enrolled at one time under Captain Paul Jones."

Mr. Gardner evidently overlooked one important source of information in this direction—the rolls of soldiers, sailors and prisoners in course of publication by the state. They have been printed partially through the letter P, following the alphabetical order, and thus far I find the names of 61 men who hailed from Nantucket. The indications are that the number will reach, if not exceed, one hundred. Besides these there are ten others who were exchanged prisoners, five served as members of the local Committee of Correspondence, forty-seven were disowned by the Society of Friends for "being with armed men," bearing arms, or serving in armed vessels, and ninety-seven are on record as loaning money to the government, an exceedingly creditable record under the disadvantageous conditions in which Nantucket was placed by her isolation and liability to the depredations of both sides and inability to be protected by either. The memorial sent to the General Court by order of the town dated June 6, 1781, in reply to the order to appear and show cause why an execution should not be issued for the amount of taxes levied on the town presented the case clearly. It pleaded "utter inability even to support our own indigent inhabitants in a manner which not only Christianity, but even Nature would dictate;" that in 1774 the inhabitants of the island "sent to sea One Hundred and Ten sail of good Vessels in the Whale Fishery a few in the Cod fishery and a considerable Number in the London trade, Coasting and other business;" that "no one Material was produced here, for the use of its different branches of business;" when the war began, the people "had no alternative but that of adhering as strictly to a state of Neutrality as the nature of the contest would admit; this they resolved upon, but their predilection in favour of the Continent was

too obvious long to preserve that equilibrium necessary to secure us from Great Britain;" "Taxes were demanded by Government and paid far beyond the ability of the people," which "had nearly proved our overthrow, being charged by Great Britain with supporting and carrying on a War against them;" "poverty and distress increased with such rapidity that it was soon out of our power to offend;" the major part of the people are Quakers and conscientiously opposed to war. That such a community sent so many of its citizens into the army and navy of the colonies is a remarkably good record.

One statement of my friend Gardner somewhat surprises me—that is, his reference to the whale-fishery before its prosecution by Nantucketers, as "an hitherto untried industry," for he has only to turn to the records of our native town for the year 1672, to read that the town sought to have one James Loper (probably a skilled whaler) remove to Nantucket and "carrey on a Designe of Whale Catching," and to the records of 1690 when they sent to Cape Cod for one Ichabod Paddock to remove to the island and instruct the people in the best way of killing whales and obtaining the oil.

A. Starbuck.

Waltham, Mass.

Aug. 19, 1905

WALTHAM, MASS., Oct. 7, 1872.

MESSES EDITORS:—In looking over a volume of "Revolutionary Council Letters" in the State House, I found, among some other very interesting documents, the following petition, a copy of which I send you, hoping thereby to brush up the memories of some of our island friends, and perhaps adding to the list the names of other Nantucketers who suffered during the Revolution in English prisons and prison-ships, and also to determine how many of these I send were of Nantucket. I thought perhaps that on reading the document some of the more elderly portion of our friends could remember having heard of others captured by the English during the Revolutionary "unpleasantness." If any there are who know of such cases, I would earnestly request them to communicate them either to Mr. William H. Macy, to yourselves for publication or to me. Let's have the roll of the imprisoned as complete as it is possible to make it.

"To the Honble the Council of the State of the Massachusetts Bay.

The Petition of Paul Hussey of Nantucket humbly Sheweth.

That a Number of his Friends and Acquaintances are in Captivity in New York Confined on board a Prison ship & there, some of whom are sick and very low spirited, occasioned by their long Imprisonment, and he fears if they are not speedily released, many of them will die under their Hardships. their names are as follows vizt. Capt. Nathan Coffin, Blin Harris, Mr. Seth Pinkham, Mr. James Fitch, Christopher Merrick, Henry Tracey, Gard. Manter, Robert Calder, Elias Cottin, Thomas Shadwell, James Whitehouse, Capt. Timothy Coffin, Capt. Benjamin Cocks, Capt. Abraham Toppin, Joseph Saunders, Capt. Elias Hallett, William Furnis Thornum, Arthur Forgunson, John Sweet, Capt. William Probey, Capt. Weeks, Capt. Taylor, Capt. Uriah Atkins, Capt. Hatch, all belonging to this State who have very earnestly your petitioner to solicit for their exchange.

That there are the following Prisoners now here to be Exchanged namely, Capt. Lewis O'Brien, Mr. Jonathan Head, Harber Hasse 2d mate, William Murry, Boatswain, John Rernton, Sailor, Jonathan Jackson, do, John Durham do, Isaac Lawson do, William Watson, Boy, Joseph Waters, Molatto, Thomas Brown, Negro, Philip Porter, Sailor, John Quiley at Bedford Passenger, William Butterfield, do, Michael Fox do.

Your petitioner therefore humbly prays your Honors would be pleased to take the distressed circumstances of his Friends & Prisoners at New York into your Compassionate Consideration and that you would be pleased to send him in a Flag of Truce to New York, with the last named Prisoners and any others he can procure, that he may obtain a Release of his friends at New York, and that he may go as soon as possible.

And as in duty bound shall pray &c

PAUL HUSSEY."

*This name is a little indistinct and I may not have spelled the name correctly.

NANTUCKET, JR.

Oct. 12, 1872

Nantucket's Great Crisis.

By Alice T. Larsen.

Awarded First Prize in the Nantucket Historical Society's Essay Contest.

History tells us that every community, great or small, has a turning point in its career—a critical moment—on which depends the fate of its development. Nantucket has experienced such a crisis. It was the period of the Revolutionary War, from 1775-1782. The little island, in its remote position, far out to sea, was at that time peopled by a resourceful people—the grandsons of the first settlers of Nantucket. These sturdy islanders, just after entering upon a new era in the development of Sherburne-Town as the foremost whaling port in the world, suddenly found themselves in the midst of the struggle. The Nantucketers were stripped of their whaling commerce and were forced to watch their maritime supremacy dwindle away to nothing.

In order to understand this critical period, a brief resumé of what had taken place before the Revolution began is necessary. The Nantucketers, after capturing their first whales directly off-shore from the island, had fitted out small sloops to pursue these mighty monsters of the deep. The further they went in their pursuit, the larger and better equipped became their sloops. From the Davis Straits in the North, and as far West as the Azores, the Nantucket whaleships cruised.

During the five years immediately preceding the War, the whaling from Nantucket increased by leaps and bounds. In 1771, one hundred vessels sailed from the island. In 1775, the number had increased to one hundred and seventy five ships, but most of these were larger than those of five years before, so that the tonnage was nearly double. Business on the island was increasing accordingly. The trades closely allied to the whaling industry were thriving industries. The cooper-shops made the barrels and casks; the blacksmith's forge cast the iron hoops for the oil casks and the harpoons, whale spades and other whaling implements; the sail-lofts fashioned the strong canvas for the whaleship's sails; the rope-walks wove the cordage for the shrouds and ropes so necessary to the whaleman; and the oil warehouses and the candle factories prepared their product for sale. Oil was shipped to England, the Colonies on the mainland, and even to the West Indies. Sherburne-Town must have been a busy place in those early days.

And so, with the opening of the Revolution, Nantucket was the leading whaling spot in the world, with a fleet of one hundred and fifty ships and over two thousand seamen. Proudly, her ships searched the wide Atlantic for whales, eager to return home with full cargoes. From north, south, east and west they came back to Nantucket, to anchor off the bar at the Chord of the Bay with their greasy cargoes.

Then, came the first blow, with a suddenness that stunned the Nantucketers. On the very day that a Nantucket whaleship returned with

captured, their crews imprisoned, or the ships sent back home again—with no cargo. Whaleships disappeared altogether, their crews sent to nameless graves or to rotting prison ships. The coasting vessels either returned empty or not at all. Soon the islanders were in grave danger of starving.

The winters of the war-time were long, dreary months. Once in a while, a small sloop would bring in provisions, but the prospect of the lifting of the heartless embargo of the island was cheerless. Smuggling, a dangerous but necessary practice, now began in real earnest.

While we remember that these hardy Nantucketers were thrifty people, unused to warfare and their enforced idleness, and dependent wholly upon whaling, we can realize how patient and farseeing they must have been. The young men of Nantucket were away from the island during most of the war-time. Some of them served in the Colonial cause, both on land and sea. There were twenty, alone, on that famous warship, the *Ranger*, on which John Paul Jones terrorized the British coast. A great majority of them were whaling. The saddest feature of the War and its effect on the island was in the fact that so many of Nantucket's young manhood died in the terrible prison ships or were drowned when their ships were sunk by the privateers of both America and England.

Although Nantucket had always been on friendly terms with the mother country (for London had been their chief market for whale oil) the Nantucketers knew that the Colonies were fighting in the right in their struggle for liberty. But, the islanders also knew that they could not show their sympathy for their mainland neighbors, because the Colonials could never protect them from the British fleet. It was their love for Nantucket, and their faith in its future as a whaling port, that forced the people on Nantucket to remain neutral.

As the war dragged on, matters went from bad to worse. The capture of their ships by both the American and British privateers, the islanders accepted with a patient fortitude, but a new danger nearly forced them to fight. This danger was in the raids of Tory refugees, who came to the island in stolen ships to steal sheep and other supplies!

During the hard winters, many families moved to the mainland. William Rotch, a great Nantucket oil merchant, succeeded in establishing many of these families in France and England, where they again started to carry on the great industry of whaling.

The breaking point of the crisis came during the year many of these families moved away. With a courage that, in the light of history, is remarkable, the majority of the Nantucket people refused to leave the island. Staunchly, they remained, a patient people, clinging to their faith in their homeland. They looked beyond the hardships, the suffering, and the want, to a time when once again they might renew their peaceful occupation of whaling.

What a scene of desolation Sher-

burne-Town must have presented: the wharves falling into decay, with a few rotting hulks of what once were sturdy ships lying alongside; the deserted warehouses; the streets silent and drear; the counting houses forlorn in their loneliness; the good folk of the town discouraged and melancholy, for many of their relatives and friends were moving away to other parts of the world.

And, with all the gloomy, cheerless existence about them, the Nantucketers must have felt the spirit of their grandsires—the original settlers of the island—spring into being within them—the same matchless spirit which had brought these first settlers to the island so that they might worship God and live their lives as they pleased.

Unknown to the islanders, the critical period passed. At this time, a few Nantucket whaleships, with their permits, made desperate efforts to get away, succeeding after stirring escapes from the privateers. A few managed to sell their oil, returning after short cruises. During the early part of the war, a number of the islanders had aided the Colonial cause with funds. Now, these were repaid for their gifts, being allowed to obtain some provisions from the mainland. This temporary relief heartened the islanders a great deal. A small Colonial garrison at Falmouth aided the Nantucketers, also, during some raids by a gang of notorious Tory refugees.

John Adams, one of the most powerful of the Colonial leaders, after a careful study of the whaling conditions, in which he grew alarmed at the way England was attempting to "steal" the industry from New England, began to advocate measures of relief for the Nantucket whalers, whom he realized were the chief exponents of the industry. Adams seems to have realized that England's bid for the Nantucket whalers did not include what the islanders loved most dearly—their home.

When peace once more was restored to the war-torn Colonies, the Nantucketers threw aside the memory of the terrible effect the War had upon them and set out anew, to re-establish Nantucket as the chief whaling port in the world. Although a neutral island in the midst of the conflict, Nantucket had paid a fearful price for peace. Out of the eight hundred families, there were two hundred widows and nearly three hundred orphan children—a harsh penalty to a peaceful people who remained loyal to their home! The total loss in commerce and property exceeded one million dollars, while one man alone, (William Rotch) lost sixty thousand, in those days a staggering sum.

But the sad experience furnished a helpful knowledge with which, a generation later, the Nantucket people warded off famine and despair during the War of 1812, in which, again, they remained neutral.

The Revolutionary War, then, produced Nantucket's greatest crisis, and at its close, instead of a deserted town, a silent monument of a better day, Sherburne-Town awoke to a new life. The faith of the island's dauntless people was not lost, for in a later day, Nantucket came to view a greater era in whaling and a prosperity far beyond the fondest dreams of the loyal folk in its crisis.

Misfortunes now came in rapid succession. The Nantucket vessels were

Revolutionary Data.

Editor of The Inquirer and Mirror:

I have been asked recently how many Nantucket men participated in the Revolutionary war. I do not know. No record exists, so far as I can learn, beyond isolated and fragmentary memoranda which has fortunately been preserved. Some of this has been brought to light from time to time. More doubtless lies dormant at the present moment embodied in old letters, documents, etc., reposing in some attic recess or elsewhere, awaiting the fatal "clearing-out" time, incident to house-cleaning or change of ownership, that shall consign it to the dump—and oblivion.

"Massachusetts Soldiers and Sailors of the Revolutionary War," compiled from the state archives, contains in seventeen volumes some 200,000 names from official records. Of these less than 100 are credited to Nantucket. Deducting from that number the crews of whaling or coasting vessels captured by British cruisers and released on petition or by exchange, and but a small percentage remain credited to the colonial service, all or nearly all of whom are recorded as enlisting to the credit of other towns. Among them we find very few of the family names predominant here—mostly foreigners or transient sojourners evidently.

On the other hand, we absolutely know that many bona fide Nantucketers served on American privateers of whom no mention appears. Not one of the twenty-odd who served under John Paul Jones in the *Ranger*, *Bon Homme Richard* and other vessels are named. The privateer *Saucy Hound* sailed from Nantucket Bar in 1781 manned mostly by Nantucketers. She was fitted out in a neighboring port, came to our Bar and completed her crew, and after a brief but brilliant career, was captured by the General Arnold and her crew immured in prison ships or impressed on a British man-of-war. So other instances might be cited to show that we must look elsewhere than to official records for the roster of Nantucket's Revolutionary heroes.

Again, how little we know of the personality behind those names that have been preserved. Take for instance the 21 who fought under Paul Jones, emblazoned on a tablet of bronze in the vestibule of the local historical society. Who were they? Who knows? Save possibly half a dozen whose identity is established, who can point to either of the others and claim relationship, lineal or collateral, however distant, or cite a single fact to link them to Nantucket?

The same obscurity and uncertainty prevails regarding the number and identity of Nantucketers who lost their lives in the war. By a singularly ingenious method of computation Obed Macy, the Quaker historian, arrives at the conclusion that there were not less than 1600—because: During the decade prior to 1774 the population of Nantucket increased 1325. From 1774 to 1784 which includes the Revolutionary period, it fell off 276. Had there been no war, Macy says, the increase would probably have continued in the same ratio. Therefore adding the increase between 1764 and 1774, which didn't continue between 1774 and 1784, to the decrease which did occur during the latter period, gives 1601, which he claims "may fairly be taken as the least number that lost their lives during the conflict."

The war unquestionably checked immigration to and stimulated exodus from Nantucket. It was an undesirable place of residence during the Revolution. Practically cut off from the outside world, continually harassed and threatened with hostile invasion, its chief industry wiped out, no wonder its growth was temporarily arrested. But because the population failed to increase as heretofore during this period of depression, Macy applies the rule of arithmetical progression to figure out what it might have been and charges the difference to actual loss of life, thereby gaining fresh inspiration for a homily on the iniquities of war. Dr. Ewer apparently accepts his statement without question and records it as fact on his map of the island. Uncontradicted repetition has clinched it as history that 1600 Nantucketers perished during and in consequence of the Revolutionary war. As a matter of fact we have no authentic evidence that the number exceeded one sixteenth of 1600, though it doubtless did.

In his history of the whale-fishery, Alexander Starbuck who is always careful and conservative in his deductions, estimates that 1200 Nantucket seamen, mostly whalers, were captured by the English or perished at their hands during the Revolution. As 134 vessels of all kinds from here fell into the hands of the British, this estimate is fair enough, but not all who were captured perished, nor even a large per cent. Many crews escaped imprisonment and many reached home safely in due time, even of those who underwent the horrors of the Jersey prison ship, Mill prison or confinement and hardship elsewhere.

The purpose of this article, which has been lengthened much beyond the original intent, is to stimulate interest in the preservation of facts, however trivial, which may enhance local history and brush aside the cobwebs of fiction when found adhering thereto.

Arthur H. Gardner.

Nantucket, April 5, 1920.

The Debt Nantucket Owes to Lafayette.

Editor of The Inquirer and Mirror:

I came cross these two items in my studies on Lafayette and I thought it would amuse and interest your subscribers to know the debt that Nantucket owes to Lafayette.

Austin Strong.

New York City, Jan. 15.

Americans have supposed that the evils resulting from tariff-tinkering are peculiar to the United States. Mr. Jefferson knew better. As often as he succeeded in getting a restriction upon trade loosened a little, an injured interest cried out and did not always cry in vain. In 1788, he obtained a revival of the tariff in favor of American products, which admitted American whale-oil (before prohibited) at a duty of ten dollars a ton. This was a vast boon to Yankee whalers.

But an existing treaty between France and England obliged France to admit English oil on the terms of "the most-favored nation". At once the English oils "flowed in", overstocked the market, and lowered the price to such a point, that the French fishermen and sealmen could not live. An outcry arose, which the French Ministry could not disregard.

Then it was proposed to exclude all "European oils, which would not infringe the British treaty"; and this idea Jefferson, free-trader as he was, encouraged with patriotic inconsistency, because, as he says, it would give to the French and American fisheries a monopoly of the French market.

"The arrêt was drawn up; ministers were assembled; and in a moment more it would have been passed, to the enrichment of Nantucket and the great advantage of all the New England coast. Just then a minister proposed to strike out the word European, which would make the measure still more satisfactory to the French oilman. The amendment was agreed to; the arrêt was signed; and, behold, Nantucket excluded!

As soon as Jefferson heard of this disaster, he put forth all his energies in getting the arrêt amended. Not content with verbal and written remonstrance, he took a leaf from Dr. Franklin's book, and caused a small treatise upon the subject to be printed "to entice them to read it", particularly the new minister, M. Necker, who, minister as he was, had "some principles of economy, and will enter into calculations".

He succeeded in his object, and soon had the pleasure of sending to Nantucket, though Mr. Adams, a notification that the whalers might put to sea in full confidence of being allowed to sell their oil in French ports on profitable terms. He testified to the generous aid he had had in this business from Lafayette; "He has paid the closest attention to it, and combatted for us with the zeal of a native."

—From Parton's "Jefferson."

"The business in which Lafayette was now assisting Jefferson concerned this prosaic subjects of oil and tobacco. But they were very important to America. The inhabitants of Nantucket 'penetrated with gratitude' at the privileges he had obtained for their whaling industry, assembled in town-meeting and voted that each man should contribute the milk afforded by his cow during the period of twenty-four hours; that the whole quantity thus obtained should be made into a cheese weighing five-hundred pounds, and 'should be transmitted to the Marquis de Lafayette, as a feeble, but not less sincere, testimonial of their affection and gratitude'."

—From Tuckerman's "Life of General Lafayette'.

Correspondence of The Inquirer and Mirror.

Mr. Editor:

The undersigned has been able recently, to secure for the library of the Nantucket Historical Association a book of not a little value to all citizens of Massachusetts interested in the revolutionary period, and it has special interest for several of the old families of Nantucket.

This book, on the front of the cover has this title: "Honor Roll of Mass'tts Patriots 1777—1779." The title page is as follows: "Honor Roll of Massachusetts Patriots hitherto unknown. Being a list of men and women who loaned money to the government during the years 1777—1779.

Boston: Privately issued for the Massachusetts Chapters of the Daughters of the American Revolution, 1899.

Through the kindness of Miss Sara Whittemore Daggett, State Regent of the Mass. D. A. R., a copy of this little privately issued volume is placed in our Historical Association library. It is a volume that will be specially prized by Nantucketers. For it reveals a practical interest on the part of citizens of the island, during the Revolution, in the federal cause that has always been a traditional belief, but of which documentary proof has been largely missing. Here in this Honor Roll of this Commonwealth is a list of names of which the island may well be proud. During the times of stress, when the struggling colonies were hard pressed and there was a ragged, depleted army, and an empty treasury, there was great need not only for men, but also for money.

When George III Was King.

In 1773 Lord North, Prime Minister of England, retained the duty of 3 pence per pound charged in American ports on tea by the Act of 1767. Four ships laden with tea started from England across the Atlantic, bound for the ports of Boston, New York, Philadelphia, and Charleston.

The Colonists knew they were coming and got themselves ready. A public meeting held in Philadelphia on October 18, and another held in Boston a fortnight later, resolved that the tea should be returned to England.

The *Dartmouth*, the first tea ship, reached Boston on Sunday, November 28th, 1773. The ship was owned by Francis Rotch, a Quaker citizen of Boston and Nantucket. He promised that the cargo should not be landed until the following Tuesday. Fully 5000 people were assembled in and around the Old South Church, the building in which the meeting was held.

Captain Hall of the *Dartmouth*, and Mr Rotch, the owner, saw the earnestness of the people and they promised that the vessel should be sent back to England within twenty days without landing a pound of tea.

Mr. Rotch asked the Provincial Congress to take charge of the tea. It refused. Day after day, Mr Rotch and Captain Hall asked for their clearance and pass from the Collector of Customs. He refused until the tea was landed.

On November 16th the people heard that the Governor would not yield. When they learned this they were indignant. A war-whoop was heard from the outside of the church. Young men, painted and disguised as Mohawk Indians, hurried out from the church and rushed down to Griffin's Wharf, where lay the ships *Dartmouth*, *Eleanor* and *Beaver*, lately arrived with cargoes of tea.

The Mohawks quietly boarded the vessels and began their work of destruction. At the end of three hours 340 chests of tea had been broken open and their contents flung into the harbor. Nothing else was injured or taken away. Then the Indians quietly separated and went to their homes. A large part of Boston Harbor was black with tea. A big windrow of it was blown ashore.

Captain O'Connor, of the *Eleanor*, crammed a lot of the tea into his pockets. When his indignant fellow-citizens assailed him he struggled so hard he got away, leaving his coat-tails in their hands. The next day that part of his coat was nailed to the whipping post as an expression of their opinion of his patriotism(?).

Captain Hezekiah Coffin, of the ship *Beaver* had better luck than Captain O'Connor. He slyly saved enough tea to buy himself a number of silver spoons.

After Captain Coffin died his widow married Sylvanus Russell, a well-known merchant of Nantucket. They were my great-grandparents. They are mentioned in Mrs. Florence Bennett Anderson's interesting book, "Through the Hawse Hole," a biography of Captain Seth Pinkham. Captain Pinkham, when a boy, worked in the rope-walk owned by Sylvanus Russell.

W. Frederick Brown.
West Tamworth, N. S. W.,
Australia.

Mary Turlay Robinson Writes About Nantucket Skippers.

Miss Mary Turlay Robinson, who is a member of the Council of the Nantucket Historical Association, writes an interesting communication to the New York Herald-Tribune on "Dunkerque Whalers", and relates how the Nantucket skippers formed the colony in France. We reprint her article herewith:

Since the evacuation of Dunkerque, I have watched with interest to see whether someone would call attention to the historic bond between this country and that French port, but so far I have seen no mention of it. Dunkerque is closely linked with the romantic story of our early whaling days. In the troubled last quarter of the eighteenth century, England was the chief market for whale oil, and Nantucket ship owners the chief purveyors. Their whalers girdled the globe. One of the largest fleets belonged to William Rotch, of Nantucket. To this day, the red brick building which was his island counting house, stands in dignity at the foot of Main street. It bears the names of three of his ships, the *Eleanor*, the *Beaver*, the *Dartmouth*, which on a trip to England he leased to the East India Company and which were the ships involved in the Boston Tea Party.

William Rotch, a man of stalwart character, was a Quaker, and refused any part in the rebellion, doing all in his power to preserve the neutrality of Nantucket. He was subjected to furious onslaughts of public opinion, and Nantucket was in danger of starvation; also it was badly raided and plundered until a delegation under Mr. Rotch went to Commodore Sir George Collier in command of the British Navy at Newport, and procured orders protecting it. Later this same protection by permits was obtained from the Continental Congress. Mr. Rotch himself wrote: "Our safety was in a state of neutrality as far as it could be obtained; though we had no doubt that suffering would be our lot, which we often experienced from both parties." When peace came, heavy taxes were imposed on whale oil, so that there was a loss of £8 on the sale of each ton of oil to England. Further, the Revolution cost William Rotch some \$60,000 in losses.

In 1785 William Rotch decided that it would be to his interest to move his home port to England. With his son Benjamin he set sail in the *Maria* to investigate British ports. Having fixed on Falmouth, he made application to use it.

Negotiations were unfortunately in the hands of Lord Hawksbury who was unfriendly and prolonged the discussions. William Rotch decided at the end of four months to look at French ports. When he had left England tried to make amends for Lord Hawksbury's bungling and offered every inducement, but it was too late. The port of Dunkerque suited William Rotch, and he made application to the French Government. They asked him to come to Paris and Versailles. In five hours arrangements were completed, with all his requisitions granted. Two of these are worth noting:

1. "Full and free enjoyment of our religion, according to the principles of the people called Quakers." ("accordé.")
2. "Exemption from military requisitions of every kind."

Dunkerque thereupon became the principal Nantucket whaling port.

It is said that Nantucket whaling vessels continued to use the port of Dunkerque up to 1812, and that over seventy Nantucket captains commanded Nantucket ships sailing from that port.

Mary Turlay Robinson.
Nantucket, Mass., Aug. 27, 1940.

Timothy Folger's Turnips.

By Winifred King Rugg
in *Christian Science Monitor*.

Timothy Folger had some turnips, and they grew and they grew, until they were so big, and at the same time so very sweet, that he sent a sack of them from Nantucket as a present to John Hancock, who had recently been inaugurated as the first Governor of Massachusetts under the State Constitution.

Whether Captain Folger really raised those turnips himself, or whether they were simply turnips of the island, is not a matter of record. Perhaps, behind his house on one of the principal streets, there was a garden spot large enough to produce many turnips; or perhaps they came from farmland that he owned outside of town. At any rate, he had the turnips, and on November 18, 1780, he wrote to Mr. Hancock that he had placed on board the "Friendship" a sack of them, "which please to accept of".

In ordinary times, there would have been nothing remarkable about Timothy Folger's sending a present, even turnips, to John Hancock. The two men had been frequently associated in the whale-oil trade. Before the Revolution the House of Hancock had dealt with Folger, as with other Nantucketers, as buyers, shippers, or as partners in oil; and though sometimes there had been differences of opinion, and on the part of the Boston man an occasional flash of temper, there was good basis for the giving and receiving of a gift.

Moreover, both men were patriots. Folger's patriotism was controlled by existing conditions, but like Hancock, though on a smaller scale, he had contributed money for carrying on the struggle for independence. In 1775, he had been a member of the local Committee of Correspondence. His father was own cousin to that distinguished servant of his country, Dr. Benjamin Franklin. Magistrate and merchant, and sea captain at times, Timothy was an enterprising man, as is indicated by the fact that late in life, in 1793, he moved with his large family to Nova Scotia, and thence to Milford Haven, Wales, where he served as United States consul. But such changes meant little to a man who had followed the sea.

It must be admitted that his patriotism during the Revolution was not of a warlike kind and was chiefly for Nantucket, but for many Americans patriotism began at home. Even for Hancock himself, "patria" was really Massachusetts rather than the United States.

There was more in the present of the turnips than meets the eye.

During the Revolution, Nantucket was in a difficult position, and the stand she tried to take exposed her to rebuke by the Massachusetts General Court and the Continental Congress. She was an island. Her five thousand inhabitants were largely dependent for a livelihood upon the sea, and for many of the necessities of life, such as firewood and cornmeal, upon what could be brought in by way of the sea. She was begirt by three substantial hindrances to following the sea: the British fleet, American privateers and Tory raiders who were known as "refugees" and sailed their shaving-mills out of New Bedford, Rhode Island, or harbors of Long Island Sound. All of these three impediments united in regarding the island as their hunting-ground, with whaling ships to be intercepted, sheep on the moors to be carried off, and experienced sailors to be impressed.

To complicate the situation, there was a strict Congress embargo on trade, and to complicate it still further there was strong Quaker sentiment of nonresistance among the islanders. No wonder Nantucket tried to be neutral.

Within her own bounds she was a house divided between non-resisters, would-be active patriots, and staunch loyalists. Her leading citizens, however, in deliberate council, chose non-resistance. They determined to try to prove that they were going to stay out of the conflict. They begged the Massachusetts General Court to allow them to negotiate with Sir Henry Clinton at British headquarters in New York; they petitioned General Clinton to let their whaling ships pass unmolested. In both petitions Timothy Folger was spokesman.

The year when the turnips went to Governor Hancock had been especially severe. The harbor froze over that winter, in the spring "refugees" raided the island, and Folger's errand to General Clinton was unavailing. On November 6, Folger petitioned Governor Hancock that the people of Nantucket be treated like the rest of Massachusetts and not discriminated against, as persons carrying on trade with the British. Twelve days later he sent the turnips.

The present probably reached the Governor in time for his Thanksgiving dinner. In a way, there is something almost pathetic in this contribution from the meager resources of a semi-blockaded island to the table of a rich man who never lacked the best of everything—and, to his credit, never lacked the will to share his plenty with others.

Captain Folger was very explicit in his instructions about cooking the turnips; certainly remembering meanwhile the petition that he had lately written to the Governor, but now bending his attention to turnips. They must be cooked no longer, he said, than to allow a fork to go through them. "One bubble of the pot too much entirely spoils them." Then they must be cut small with a chopping knife, not squeezed. If only the directions were followed, then Mr. Hancock would eat turnips in perfection.

Certainly there was more in that sack of turnips than a neighborly mess of vegetables. A shrewd recognition of the Governor's tastes, a knowledge of men, and a disarming simplicity—all these are implied. There was also, off stage, so to speak, and quite sincere, a Nantucket housewife, she who was born Abiel Coleman, speaking out of her years of domestic experience to the clever chatelaine of the Hancock mansion, Dorothy Quincy Hancock, who made an art of her dining-table, and could probably take the Nantucket woman's advice in good part, so that her husband, His Excellency, had his turnips in their perfection.

Winifred King Rugg.

Sapt. 7, 1946

Feb. 13, 1937

Presence of Paul West Recalls A Story of Adventure.

The presence of a Paul West on the island, after a lapse of over fifty years, has recalled the story of a famous adventure in which the original of the name, as captain of the whaling ship "Cyrus," was the chief actor, and at the famous old Pacific Club (of which he was a member, as his great-grandson is today), the story is being told this summer by those who recall its details.

In the later days of the eighteenth and the early years of the nineteenth century, the Nantucket whaling fleet suffered at the hands of the British navy, its small craft frequently being taken captive by King George's men-of-war. On such occasions the whaler's captain and crew were offered the choice of enlisting in the British navy or continuing as whalers under the British flag, the registry of their ships changed from Nantucket to London as the home port.

Captain West chose the later alternative and sailed from London with the British flag flying from the mast-head of the "Cyrus." His hopes were that he might in some way escape with his ship back to the United States, but in these he was disappointed, for she was captured by a French man-of-war and he and his crew were set adrift in their whale boats, to reach the English coast as best they might. This they did and went to London.

There Captain West sought a chance to get back to America, when one day, as he passed a dock, he saw his own ship, the "Cyrus," being brought in by a British frigate, which had recaptured her from the French.

Now he was approached with a proposition that seemed alluring. England was at war with the French and was short of war vessels. These Nantucket skippers were sturdy, adventurous folk, and the suggestion was made that Captain West and others take out letters of marque and go out, not after whales, but after the boats of the enemy. Among Nantucket skippers then in London who were thus approached were Uriah Bunker, Stephen West, a brother of Paul's, Obed Folger and Stephen Gardner. They all accepted the arrangement, and sailed in a squadron of which the "Cyrus" was "flag-ship," with a code of private signals to govern their actions.

They went out well-armed now, their false ports cut away and backed up by guns, their sides, amidships, built to fall away and give play for still other guns. Their crews were twice the complement of whalers—in short, they were warships disguised as peaceful sperm-hunters.

The squadron must have become separated either through accident or purpose, for the adventure which afterward befell Captain Paul West was not shared in by any of the other Nantucketers.

The "Cyrus" was attacked by a French frigate and ordered to lay to and be boarded. This order was obeyed, and the Frenchman came alongside to make an easy capture, when, at the "psychological moment," as we would say nowadays, Captain West gave his orders—his crew, armed to the teeth, leaped from their hiding places, the false ports of the "Cyrus" were flung open and her false side dropped, and the Frenchman was greeted with a bombardment that tore her rigging to shreds and nearly sank her, whereupon she surrendered.

Captain West went aboard her, to find as passengers a French official returning to his home from some foreign port, with his family. The official called Captain West into his cabin and told him that he had aboard his private fortune, which he offered him if he would let him go. The Nantucketer agreed, for a daring idea had entered his head.

Why should he take the French prize back to England and turn her over to the British, for whom he had no love? With this prize money he could, perhaps, inspire his crew to make a dash for American shores. He showed them the money and divided it, keeping, of course, the captain's share for his own, his portion amounting to some sixty thousand dollars. His men liked the idea, for, though many of them were English they had been pressed into service. And back went the "Cyrus," her skipper's eye peeled for any English craft that might be suspicious, reaching Nantucket after a good voyage.

Her arrival at Nantucket caused a sensation, for the news of her capture, first by the British and then by the French, then by the British again, had long since reached the island. Captain West was hailed as a hero, but he seems to have had enough of adventure, for he straightway decided to settle down, which he did, purchasing the house at No 5. Liberty street, where he lived until his death in 1862.

The Mirror of a date in 1858 records his having been "one of the few remaining gentlemen of the old school, who always pays his subscription promptly to the Mirror and to the Reading Room."

If, as some persons like to fancy, the shades of old Nantucket skippers still look down over the harbor from the "captains' walks" atop the old houses, with the current summer's reunion of Bunkers and Wests in the Liberty street house, that of the Captain must be sadly wondering if time has not turned back into the past again.

Capt. Paul West and His Exploits on the Cyrus.

Editor of The Inquirer and Mirror:

It is not narrated that when the coon, recognizing Davy Crockett at the foot of the tree, said, "Don't shoot, Davy, I'll come down," the renowned Davy persisted in shooting. Therefore, as I, when my attention was called to the many inaccuracies in my article of July 15, concerning my great-grandfather's, and other's, privateering exploits, immediately assumed the position of the unfortunate coon, it was scarcely necessary for "Nantucket Jr." to continue his fusillade of facts, as he did in your issue of September 9.

In reply to his letter of that date, I have only to say that I admit, even more fully than in my letter of a previous date, the inaccuracy of most of my premises—especially as regards Capt. West's sailing his ship, the "Cyrus," back to Nantucket. In this statement, as well as in others which "Nantucket Jr." successfully attacks, I was misled, as I have previously stated, by information supplied me by sources, the reliability of which I had no occasion at that time to question. I wish merely to maintain that my mistakes were the result of carelessness and not purpose.

As to the main facts—the career of my ancestor in command of the "Cyrus," under the British flag—I have much data that conclusively proves all that I have said regarding it and much more, but I have no intention of publishing it at present to continue the controversy.

However, if "Nantucket Jr." will, as he promises, make further investigations on the grounds, as I trust he will, I shall be most glad to hear from him, and to exchange this data with him.

Most of all, I would like to see "Nantucket Jr." produce a history of Nantucket, covering all the grounds which other historians have barely touched. With his fund of information I am sure he would (and I hope will), make a volume worth while, one which is sadly needed if for no other reason than to prevent others from having to rely on "information" furnished from such unreliable sources as those to which I went.

My great-grandfather's old signal book, which my grandfather did not merely "show" me, but gave to me, and which I still have, is always at "Nantucket Jr.'s" command in this connection.

Very sincerely yours,
Paul West.

New York, Sept. 20. 1916

JUL 15, 1916

See Whaling II

Regarding Capt. Paul West and the Alleged Privateering.

Editor of The Inquirer and Mirror:

Mr. West, in his communication of August 26, objects to my signature to the letter I wrote which appeared in your issue of the previous week. The wonder is that with his apparent general sentiment regarding an "anonymous correspondent" he should have honored it with any attention. Nevertheless, if he will recall literary facts with which doubtless he is familiar he will remember that many a bright light has written under a pseudonym. The world did not know Dickens and Sir Walter Scott by their anonymous signatures until their novels had won places in the world's literature. So humble a writer as I, therefore, certainly has illustrious examples. Still further, my pen name is far from being unknown in Nantucket. I have used the same signature for 50 years, and Mr. West could easily have ascertained who the writer is if it had been, in his opinion, worth his while.

However, his name to me or mine to him is of slight importance compared to the point at issue. I am considerably interested in the history of the whaling, especially where it touches the past of my native island, and am particularly desirous to get any facts of historical interest relating to Nantucket or Nantucketers. Experience has taught me that a man'sipse dixit should have confirmation before being considered history, even though the individual be so distinguished a writer as Mr. West. All I ask of him was to prove his statements by furnishing some data that could be substantiated. Despite his somewhat evasive rejoinder I am still quite unconvinced.

The matter is of importance to Nantucket far more than Mr. West's private family, past or present.

Several statements I find in your issue of August 26, to be (1) That the story told at the Pacific Club "this summer by those who recall its details;"—in the last days of the 18th and early days of the 19th centuries the Nantucket whaling fleet suffered at the hands of the British Navy; (2) its small crafts were frequently taken captive by King George's men of war; (3) the sailors were given the choice to enlist in the British Navy or continue as whalers under the British flag; (4) the ships' registers were changed from Nantucket to London as the home port; (5) Capt. West chose the latter alternative and sailed from London with the English flag flying from the masthead of the "Cyrus;" (6) he hoped in some way to escape with his ship to the United States; (7) his vessel was captured by a French man-of-war and the crew set adrift in their boats to get back to England as best they could; (8) he returned to London and again sought an opportunity to return to the United States; (9) passing a dock in London he was surprised to see the "Cyrus," which had been captured and brought in by an English frigate; (10) he was asked to take charge of her again and to take out letters of marque against

France; (11) Uriah Bunker, Stephen West, Obed Folger and Stephen Gardner also were invited; (12) they all did; (13) the fleet sailed from London with the "Cyrus" as flagship (whether Capt. West still continued as captain or whether he became a commander or an admiral, is not stated); (14) the false ports were cut away and backed with guns; (15) the crews were twice the complement usually carried by whalers; (16) the "Cyrus" was attacked by a French frigate and captured her by a stratagem; (17) a French official was discovered on board the frigate who had quite a fortune of his own with him, and who bribed Capt. West with it to let him go; (18) Capt. West's share of the fortune was \$60,000; (19) he at once returned to Nantucket with the "Cyrus;" (20) his arrival in Nantucket "caused a sensation."

To the above he adds in his communication of August 26, the following: (1) "American ships were seized, and overhauled and taken as prizes during the first year of the nineteenth century, I am sure;" (2) "Polly" and "Essex" are quoted as instances; (3) Capt. West made his last voyage in the "Cyrus" in 1810; (4) privateering was then an "honorable red-blooded calling;" (5) quotes from a private code signal book; he has a picture of the "Cyrus," mounting nine guns on a broadside; (6) quotes from a log of an alleged Nantucket man who commanded a privateer.

Examining now the statements: I assert that in no war were Nantucket whalers captured by the English and given alternative to enlist in the English Navy or pursue whaling from English ports save the War of the Revolution. As for any captures of Nantucket whalers by the English, under any pretext, from 1800 to the time when Capt. West quit a sea-faring life, Obed Macy, a contemporary, and a writer of the "History of Nantucket," says (p. 157, Reprint Edition): "Fortunately not a single whaling ship belonging to Nantucket was taken and carried into port."

It is true that vessels were overhauled and seamen impressed from them, but no Nantucket whale ship was captured. Consequently, on that pretence, no ship's register was changed from Nantucket to London. It would seem quite clear that Paul West went to London voluntarily, at a time when, because of hard times on Nantucket, many whalers migrated to England and France. Hence, he had no necessity to "escape;" he could have openly returned at any time he chose.

The ship "Cyrus," beyond any reasonable doubt, was English from start to finish and never at any time belonged in Nantucket. The records from 1800 to 1821 are not so meager as Mr. West seems to imagine. A ship "Cyrus" does appear as a whaling vessel for the first time from any American port in 1821. She wound up at Rio Janeiro, where she was condemned in 1845.

In a very interesting article, written for the Boston Advertiser by F. C. Sanford, in December, 1871, quite a list of the old ships is given, with the story of what became of them. Among them are some formerly Eng-

lish whalers, but the name of the "Cyrus" is not there. And, by the way, Mr. Sanford was particularly proud of the records of Nantucket captains and ship owners, but I do not recall having him mention the incident described by Mr. West or to have seen any written account of them by him.

On one voyage, Mr. West says, his great-grandfather was captured by a French man-of-war, and he and his crew turned adrift. That is not improbable. It is with the next statement that serious doubt is associated. Capt. West is asked to take out letters of marque against France and does so and so do Uriah (Uriel?) Bunker, Stephen West, Obed Folger and Stephen Gardner, and they all sail from London in company with the "Cyrus" as flagship and Capt. (he is still only captain) West in command of the fleet.

It is a little puzzling to see through that, as Uriel Bunker sailed from Milford Haven and Stephen Gardner from Halifax, while I do not find Stephen West's name recorded in any English port. However, waiving those seeming inconsistencies, the "Cyrus," as Mr. West says, was attacked by a French frigate. Mr. West says his picture of her shows her mounting nine guns on a broadside, or 18 guns in all, to say nothing of bow charges and stern charges, and he says she had twice the complement of men usually carried on whale ships, or perhaps 60 men all told; certainly not a surplus of men for an 18-gun ship.

Capt. West, by a stratagem, captures the Frenchman with his probably 200 men or more, and finds on board a French official with his fortune, who bribes Mr. West's great-grandfather to let him go (and presumably to release the frigate). Capt. West divides a liberal sum among his men and reserves \$60,000 for himself. Right here several questions naturally arise: Where were his four consorts all this time? As the French official and his fortune, as well as his frigate and everything aboard of her, were lawful prizes of war, and there was more money in carrying her into port than in letting her go, why did Capt. West release her?

Mr. West, in rounding out the narrative, says that his great-grandfather then sailed away with his ship "Cyrus" to Nantucket, where his arrival "caused a sensation." Now, I have had occasion to study the old newspaper files very carefully, but somehow I have missed seeing any report of that home-coming, either in Boston or New Bedford papers. Furthermore, I have copies of dairies kept by a very careful woman and covering the period from 1775 to 1830, but I do not find in them a word of this remarkable event that "caused a sensation."

Of course, those things do not prove that Mr. West's statement is incorrect, but it certainly makes its correctness a little more difficult to prove. And yet further, will Mr. West kindly explain, if his statement is accurate, how it happened that the captain, after betraying those who commissioned him with letters of

marque, ventured subsequently to return to England, where he must have been well known, and where he was married August 12, 1812? Does Mr. West think that, under such circumstances, such an act would be prudent or safe?

The only other evidence Mr. West seems to adduce, is that his grandfather showed him a private code signal book which apparently was owned by Capt. West; but does that prove the story?

Now, I am not saying, dramatically, that those things did not happen, but I am saying I am not satisfied with the evidence. Not that I question in the least Capt. West's bravery, for I do not; I knew him. It would be a splendid record if it were credible and proved.

It was by no means an unusual thing in my boyhood to see a whaleship painted with imitation portholes, but all the gun she commonly carried was an eight or ten-pounder, mainly for saluting purposes.

Will Mr. West kindly explain his allusion to the "Polly" and the "Essex?" I find no record of the capture of either as a whaleship. Several Pollys—sloops, schooners, brigs and ships—are on record, but not one was captured by the English. The only whaleship Essex owned in Nantucket pursued her voyages regularly until she was sunk by a whale in the Pacific Ocean. Four Nantucket ships (three whales and a merchant vessel) were captured by the French. They were a part of the French spoliation claims, never settled by the United States, much to our government's discredit.

I may start an investigation of my own in an entirely different direction. If I get any favorable result I will communicate it to Mr. West.

Nantucket, Jr.,
or, for Mr. West's special satisfaction,
Alexander Starbuck,
Waltham, Mass.

In the Days of the Privateers.

Editor of The Inquirer and Mirror:

I don't know which is the most exasperating, a little boy behind a fence with a putty-blower, a man who fights with you from the other end of a telephone, or an anonymous correspondent. The last, I think, and, like all annoying things, it is generally best to pay no attention to it; but in your issue of August 19 appeared a communication signed "Nantucket, Jr.," which seems to demand my attention and reply.

I do not refer to all of his letter—it is no concern of mine that he objects to some property owner preferring to have a vacant house on his hands rather than rent it for less than he thinks it is worth. Nor do I object to his going for the monopolistic carriage and wagon drivers of Nantucket, but the part of his letter in which he refers to an article which you published recently about my great-grandfather, Captain Paul West, intimately concerns me, and I am going to ask you to give me a little space in which to answer "Nantucket, Jr."

I may as well admit that I was responsible for most of the information, correct or otherwise, on which the story was based, and while, when I supplied it, I believed it all to be comparatively exact, I had discovered, long before I read "Nantucket, Jr.'s" letter, that in some respects it was not so. Therefore, while I do not agree with him that the matter is of sufficient importance to the public to be given much space, I am glad that he has called attention to my errors, all of which, I assure him, were the result of unintentional misleading information from a gentleman occupying an enviable position on the island at present.

I refer particularly to the statement that the "Cyrus," my great-grandfather's ship, sailed originally from Nantucket. My knowledge on the subject has always been hazy, and, this summer, on making inquiries, I was informed that the "Cyrus" was a Nantucket ship, in the first place, though as "Nantucket, Jr." rightly says, there was no record of her prior to 1821. He will agree with me, though, that the records of the Nantucket whalers up to 1815 are pretty incomplete.

But after pointing out this glaring error in the story, he goes on to make criticisms which are either away beside the mark or do not hold water.

For instance, he says that, after the Revolution, no American ships were taken by the British and their crews given the alternative of entering the British navy or suffering the consequences. I am still under the impression, from the small smattering of history which is mine, that the impressing of Yankee tars by the English was one of the causes of the war of 1812. American ships were seized and overhauled and taken as prizes, during the first years of the nineteenth century, I am sure, as witness the cases of the "Polly" and the "Essex."

As to "Nantucket, Jr.'s" dismissal of the assertion that Captain West could at any time have been engaged in privateering, by stating that he could not have commanded a ship during the Revolution, there is no argument about that. Nobody has claimed that he was a shipmaster prior to his birth, which occurred in 1778, January 1.

In the Days of the Privateers.

But Captain West did go to England on a Nantucket ship, did become master of the "Cyrus," then under English registry, and did go awailing in her. And she was captured by a Frenchman, after which he made his way back to London, presumably after having been cast adrift, for I can think of no way in which he could have escaped otherwise.

While he was in London the "Cyrus" came in, having been recaptured by the British, and her owners again offered him her command. Now it was that the privateering element enters. I do not know at whose suggestion the "Cyrus" was fitted out as no whaler bound on a peaceable sperm cruise was ever fitted out before her. But I do know that she mounted several large guns and must have been perfectly competent to act as an auxiliary to the fighting force of Great Britain.

Also I know, from letters in the possession of our family, that it was in 1810 that Captain West made his last voyage in her, writing that he expected to have made enough money, when his cruise should have been completed, to return home and settle down. And this, shortly after, he did, buying the old house at No. 5 Liberty street, where he lived until his death in 1862, at the ripe old age of eighty-four.

And now let me tell "Nantucket, Jr." on what I base my assertions that Captain West engaged in privateering, which was, I think he will agree with me, a thoroughly honorable, red-blooded calling (for which, in fact, this country has honored such men as John Paul Jones).

I had heard the story vaguely as a boy, and one day I asked my grandfather, Dr. Benjamin Hussey West, if there were any truth in it. In reply he brought to me, shortly after, a little book in cardboard covers, saying: "This may interest you in connection with what you were asking me recently."

I found the book to be of great interest. In my great-grandfather's firm writing was a title page: "The Private Code of Signals Used by Ships in the Atlantic during the French, English and Spanish Wars, 1804—"

Then came pages of little signal flags and lantern arrangements for night signalling, and, further on, page after page, the meaning of the signals. And if these were the necessary signals of peaceable whalers I have always labored under strange delusions as to the mission of whale ships.

"What is the stranger? Can you make her out? Friend or enemy and what nationality?" "Can you meet her alone or do you desire the others stand by you?" "We had best travel in company tonight and attend signals of the flagship." "Who was the stranger and at what do you estimate the value of her cargo?" And so on and so on. I am quoting from memory, as I have not the book with me, but if "Nantucket, Jr." will come to see me in New York this winter, I will gladly show it to him. Also I will show him, in the list of the ships interested in these signals,

more than one Nantucket whaler, and, if he will tell me his real name, perhaps I can find one of his ancestors among them as captain, so that he can sport a privateer on his escutcheon as well as I.

As to what wars, to answer his question, I imagine were going on in the years of my great-grandfather's activity, in which he could have done privateering, has "Nantucket, Jr." so far forgotten his history as not to remember that Napoleon started his unpleasantness with England in 1803 (having relieved himself of the Louisiana matter a few weeks earlier), that it kept up with increasing activity until 1814, when the Battle of Leipsic marked his downfall and saw him imprisoned on Elba? And I think he ought to recall, too, that Spain was pretty well drawn into the mix-up on the sea, so that, I should think, there was plenty to keep any privateer reasonably busy.

It may interest "Nantucket, Jr." to know, also, that I have an old picture of the "Cyrus," painted by one of her crew, when my great-grandfather commanded her, in which she fairly bristles with cannon, no less than nine protruding from her starboard ports.

As to the remote possibility of Captain Paul West's having had command of a ship at 25 (which I did not state, but which "Nantucket, Jr." denies anyway), it was in 1810 he wrote of his impending retirement, after six years of command of the "Cyrus," which would have made him 26 when he first mounted her quarter deck. This was not an unusually early age, either, for among Nantucket skippers of record there was William T. Swain, captain of the "Eliza Jane" at 22. Many others were masters at 27 or 28.

One word more. "Nantucket, Jr." may still declare that there were no privateers among Nantucket's early skippers. Let me quote from the log of a worthy present Nantucketer's great-grandfather, now in the Nantucket Historical Association's possession:

"SHIP REDBRIDGE"

"Tuesday, Oct. 6, 1801, S. S. W. Fresh gales under Dubble Reef top sails beating to windward at 10 a. m. saw a sail to the N. E. gave Chase and at Meridian brought him to. proved to be the antecitors Spanish brigg from Paner Mar bound to Paita but being light having no Cargo and having German lady; family; and Servants with baggage on board did not think proper to Destroy him took what we wanted and let him go—the Land dis of 5 or 6 Leogue

Lady's Name Mrs. Laison—Latt 28 So"

Those were the "good old days!"
Very truly yours,
Paul West.

Capt. Paul West.

Editor of The Inquirer and Mirror

I note the candor of Mr. West's communication of September 20.

With no desire to "rub it in," so far as he is concerned, for I think it fair to concede that he desires only to know the truth of the matter, I might add that under an Act of Parliament of the 26th year of the reign of George III. (1786), continued to March 25, 1820, it was provided that for a ship to be licensed for whaling and to obtain the bounty offered by Parliament, every vessel must be "British built" and "three-quarters of the mariners, at least, British subjects." I find no account of any modification of this law, although it is not impossible that it may have been amended. A four-boat ship was required to have a crew of thirty, including the captain.

I am by no means averse to finding proof that Capt. West sailed under letters of marque; indeed, if he did so I assuredly want to know it. I have written to the collector of the port of London to see if I can get any clue, and am looking up the bibliography of the period carefully. Whatever concerns Nantucket and Nantucketers concerns me very closely, and if anything comes of my search I shall be very glad to communicate with Mr. West regarding it.

I will also be glad to learn any facts from him relative to his great-grandfather who, I doubt not, had an interesting experience. By the way, I remember very well meeting his grandfather, Dr. West, at one of the reunions of the Sons and Daughters of Nantucket. When I was a boy I heard of an operation he performed that seemed to me at the time a wonderful surgical feat.

As to the "History of Nantucket"—that is the one great ambition of my life. I work at it whenever I get an opportunity, but editing a daily paper and writing from one to two columns a day, besides carrying on my other duties, does not leave much time for historical work. If my life is spared, however, I will at least put it into manuscript. I sincerely thank Mr. West for his kindly words.

Nantucket Jr.
Waltham, September 27. 1916

AUGUST 26, 1916

Apropos the Alleged Privateering.

Editor of The Inquirer and Mirror:

When The Inquirer and Mirror of August 26th was brought and I began to read, the word "Privateers" caught my eye and, loving history and facts as I do, I started for a good read. What was my amazement and amusement to find that some one was accusing our loved and honored townsman of hiding behind the anonymous signature of "Nantucket Jr." Anonymous!

Why, that name is as well known as is his baptismal name. If I could get up on the steeple of South Church and shout, "Do we know Nantucket, Jr.?" there would come a chorus from away to the Pacific coast of "We do." Then if I should shout, "Which name is best known, Nantucket Jr., or his other name?" the answer would come, "Don't know; guess it must be Nantucket, Jr." Put in a class with "a little boy behind a fence with a putty-blower!" Mr. West, in all the funny things he has ever written, could never have penned anything funnier than that.

The first thing that comes to one's mind is Lucifer's response to Ithuriel, but we paraphrase it and say, "Not to know Nantucket Jr., is to argue one an off-islander." Few can know better than I the connection between Mr. West's name and Nantucket. I don't know whether Capt. West (this Paul West's great-grandfather) or my great-grandfather was the first to buy a home on Liberty street there, but I knew him as early in life as I knew any one, and his two daughters; and after we moved to Charlestown in 1868 his son, Dr. West, grandfather to this Paul West, was the only physician my grandmother had any faith in, and he often referred to the days when he learned his A B C's in her school.

It has been a delight to read some parts of Mr. West's letter, and if ever I am in New York I shall go to his house and tell him my real name and ask him to see if my great-grandfather is on his list. Strangely enough for a "truly true" Nantucker, I know of only one ancestor who went whaling at that time. I will also ask if he will show me that picture of the Cyrus. When I was a child there were such pictures of ships everywhere, but being away from the island so long it is years since I've seen them.

Like Nantucket Jr., I have two names by which I am best known, and here sign the one best known in Nantucket.

Lilla Barnard.

"Captain" Paul West Rounds Brant Point Again.

After a lapse of a century or so, Capt. Paul West has again rounded Brant Point and entered Nantucket harbor—not on the old whale-ship "Cyrus", regarding which there was considerable correspondence in these columns about eighteen months ago—but in command of one of Uncle Sam's "S. P. boats". "Cap'n" West, who holds the rank of Ensign, arrived at Nantucket on Saturday last in command of the S. P. 630, a craft 108 feet long and of 600 horse-power, which has been detailed for service in the Nantucket section under Lieutenant T. J. Prindiville. The present "Captain Paul West" is a great-great-grandson of the famous Nantucket captain and is naturally proud of his ancestry. He enrolled in the Naval Reserves last June and has won the rank of Ensign, being placed in command of the largest S. P. boat in the fleet at present detailed for service at Nantucket.

March 30, 1916

Further Developments Regarding Capt. West and the "Cyrus."

Editor of The Inquirer and Mirror:

Pursuing further the investigation into the matter of Capt. Paul West and the whale-ship Cyrus, I have added somewhat to the information I last communicated. I came across a record, recently, by which I ascertained that the whale-ship Cyrus that sailed from Nantucket was built in 1821, which of course eliminates her.

As showing how one may be sidetracked in such researches I may cite a little personal experience. In looking over my letter file to see if I could find anything to give me a clue, I came across a letter I received from Frederick C. Sanford in January, 1876, in which he referred to a paper I had sent him and which he said replaced one he had loaned the editor of the Boston Advertiser, but which the editor had destroyed in using for an article he had written. The special matter referred to was an affair relating to Jacob Barker and Captain West and which Mr. Sanford said he knew was true, because Capt. West told him of it himself.

It at once struck me that I was perhaps getting on the right track and I spent a good part of two afternoons in Boston among the libraries looking over the files of the Daily Advertiser without other result than loss of time. I then looked over some of my clippings and found precisely what I was after, but instead of being a privateering affair it was a dual trading speculation in which each of the principals was materially assisted by the other and the Captain West, instead of being Paul, was his brother Stephen.

On the 18th of September I addressed a letter to the Collector of the Port of London in which I asked him for certain information regarding the Cyrus, where she was built, her tonnage, etc., and whether she ever was commissioned as a privateer. I have just received a reply from the Registrar General of Shipping and Seamen, Tower Hill, London, Eng., in which he says:

Sir:—With reference to your letter of the 18th of September last, addressed to the Collector of the Port, London. I enclose herewith an Extract from the Register of the "Cyrus," Paul West, Master, showing the tonnage and dimensions of the vessel, etc.

I regret that I am unable to furnish you with any information on the other points mentioned in your letter.

I am, Sir,

Your obedient servant,
C. E. Jones,
Registrar General.

November 11, 1916.

By the register it appears that the "Cyrus", of London, was registered July 4, 1804, at London. Her owners were Thomas and John Mather, of Mincing Lane, Tower Street, Merchants. Master Paul West. Then follows this entry:

Endorsed at London 5 Aug. 1806 to Andrew Pinkham.

Endorsed at London 11 July 1808 to Paul West.

Endorsed at London 27 July 1810 to William Buckle.

Endorsed at London 24 Sept. 1810 to Paul West.

Endorsed at London 24 July 1812 to William Buckle.

Endorsed at London 12 Sept. 1812 to John Darling.

The report shows she was "Formerly called Cyrus, taken by the private ship of war 'Scorpion,' William Dagg Commander, and brought to London, which at the time of capture did belong to persons belonging to the French Republic, enemies to the Crown of Great Britain and condemned as good and lawful prize in His Majesty's High Court of Admiralty of England 24 May, 1804, and is the same Vessel mentioned in a Certificate under the hand and Seal of the Judge of the said Court dated 24 May 1804 and made free as by Certificate granted at London 25 June 1804."

By the register she was foreign built, had two decks, three masts, was 95 feet 2 inches over all, 26 feet 6 inches beam, 5 feet 8 inches between decks and 281 13-94 tons burthen.

So, by the record, it would seem that she was captured from the French during the wars between France and England and it would seem as though her clearances were wholly for whaling or other peaceful occupation and that she was still in trade in London after Capt. Paul West returned to the United States. In my opinion the story Mr. West heard told is a mixed-up affair, in which the fact that the "Cyrus" was captured from France by an English privateer has gradually become metamorphosed into the statement that she herself was a privateer and commanded by Captain West.

Very truly yours,

W. B. Barnard
Nantucket Jr.
Waltham, Nov. 29.

Dec. 2, 1916

Sept. 9, 1916

Nantucket Author Presents "Smuggler's Luck".

"Smuggler's Luck", by Edouard A. Stackpole, was published by William Morrow & Co., of New York on July 16th—a story written on Nantucket, by a Nantucketer, and with the real Nantucket "flavor" which is bound to make it one of the best sellers of the season.

Mr. Stackpole, who is a young man of twenty-six years of age, has conceived a very entertaining tale, into which and around which he has woven just the right amount of Nantucket history and traditions to make it interesting from first page to last. His story deals with the adventures of Timothy Pinkham during the war of the Revolution, replete with mystery and excitement that make it a very fascinating tale, not only to one familiar with Nantucket itself, but to anyone who delights in reading a clean, wholesome story apart from love affairs and the other factors which creep into the average novel of the day.

The young author has accepted some of the island's best and famous traditions as the basis of his story, with Keziah Coffin, whose exploits in the days of smuggling have been accepted as a part of Nantucket history, one of the principal characters of the story. The authentic colorful setting of old Nantucket with its old-time streets and lanes, the strenuous life of the islanders during the stirring days of the Revolution, when they were "living between two fires", and the historical characters who played such a prominent part in the affairs of those troublous times, combine to make a most unusual story.

Threatened with the cutting off of their supplies, and starvation facing



EDOUARD A. STACKPOLE
Author of "Smuggler's Luck".

the inhabitants, the people of Nantucket were obliged to accept a strict neutrality between the British and the Patriots, but this neutrality did not shield them from the bands of British renegades who terrorized the coast, plundering and pillaging as they went. It was chance that brought Timothy Pinkham, when a young lad, into this tense, perilous life, when he found himself surrounded by mystery, distrust and uncertainty as a result of the struggle

of the islanders for their very existence. The plot of Mr. Stackpole's story is entrancing, developed in an unusual manner, and with a fascination that causes the reader to wonder how the author conceived and evolved such a combination of history and tradition into a delightful, wholesome story.

"Smuggler's Luck" is a book of over 300 pages, handsomely bound, and illustrated by Richard Rodgers. The binding carries for its "endpapers" a drawing of the William Rotch warehouse, with a band of Tories marching by, making a very effective and unusual design. The "jacket" is also handsomely illustrated and on the back it contains a statement by Austin Strong on "Discovering a Book and an Author", which shows how well Mr. Stackpole's story was received even before it reached the publishers' hands, who found it so replete with merit that it was at once accepted for publication and rushed through with more than the usual dispatch in order to place the book on sale this summer. In relating his "discovery", Mr. Strong writes:

"One afternoon last November I called on a friend who lives in an old house not far from the town of Nantucket. I found her in a state of happy excitement. It seems that the lighthouse-keeper's daughter, whom she had known since early childhood, was married to a lad who worked in the local printing plant. He had just finished writing a book; his wife had typed it and brought it to my friend for criticism. 'When I picked up the manuscript,' she said, 'I did not know what to expect. What I found was a fine story, simply told. Things like this don't happen. It's a kind of miracle. It's really good.'"

"On my way home," continues Mr. Strong, "I stopped at the newspaper office. The editor took me out and introduced me to Stackpole. He had his apron on and a composing stick in his hand. He was shy and quiet. Well, I read 'Smuggler's Luck'. It was as fresh and salty as sea air, and as exciting; written with honesty and simplicity for the joy of adventure by a young fellow who has never read a literary review."

Edouard A. Stackpole is a Nantucketer. His father was a fisherman and his grandfather a Nantucket whaler. He graduated from the Nantucket High School in the class of 1922, and then entered upon a course of study at the Roxbury Latin School, from which he graduated in 1924. He has frequently written short stories, some of which have appeared in these columns in recent years, but "Smuggler's Luck" is his first effort at a novel and that it was so readily accepted by the New York publishing house speaks well for its merit.

Stackpole has been in the employ of The Inquirer and Mirror for about six years and naturally his fellow-employees are taking keen interest in his work as an author as well as a printer. Although the "setting" for "Smuggler's Luck" was some years before Nantucket had a newspaper, many of the historical facts and traditions which are woven into the pages of the book have been followed by The Inquirer through its 110 years of existence, and we feel confident in predicting that Stackpole's book will find a most cordial reception by Nantucketers everywhere.

Nantucket Was Neutral in the Revolution.

From the New Bedford Mercury.

A quaint and interesting contribution to American autobiography is a little book issued by Houghton, Mifflin Company, under the title "Memorandum Written by William Rotch in the 80th Year of His Age."

Penned in 1814, the "Memorandum," we may assume, has been in loving hands through several generations. It has something of the mellow flavor of old whaling narratives of Nantucket and New Bedford, for, it is perhaps needless to tell the average reader, its author was one of the richest of the whale-ship owners in his time.

Mild in every word and expression as became a Quaker, William Rotch wrote of stirring times and scenes in which he was a not inconspicuous figure in America, England and France.

Some interesting historical facts are stated by the Quaker author, not the least of which have to do with the lot of the island whalers during the Revolution.

The policy of non-resistance on the part of the Quakers led a majority of the Nantucket owners, who were of that faith, to observe neutrality in the war. This policy led to difficulties that led William Rotch, acting as agent of the islanders, to make various trips to Newport and New York to secure from succeeding English naval commanders passage for the whalers to conduct their fisheries. It was also necessary to secure American passes, and these he secured.

After the war William Rotch won the honor of first sending the flag into an English port on one of his ships, the Bedford, which arrived in the Thames February 6, 1783.

Finding that the British duties on oil proved burdensome to the whale fishery Mr. Rotch went to England and made a proposal to the British government to remove the Nantucket whalers, with their ships and families, to England at the British government's expense.

The deal might have gone through had Lord Hawkesbury, who was delegated by the Privy Council to deal with Mr. Rotch, not sought to cut down the sum, which Mr. Rotch had named to the inducement to the removal, which was \$500 a family. Lord Hawkesbury thought two-thirds that sum sufficient bounty.

Thereupon Mr. Rotch terminated the interview. He declined later to call upon Lord Hawkesbury when sent for, and sailed for France, where he established a branch of his business at Dunkirk.

An appearance before the French Assembly to pray for certain concessions for his fisheries and certain privileges for the Quakers in France brought the Nantucket Quaker into contact with some of the great figures of revolutionary France, including Mirabeau and Talleyrand.

When Mr. Rotch called on the latter to press his petition, Talleyrand "made no reply, but let us pass silently away."

July 8, 1931

Oct. 7, 1916

First American Flag on Thames Flown by Nantucket Ship.

The following account of a stimulating bit of Nantucket history was read before the June meeting of the Sons of the Revolution by E. A. Stackpole:

On June 14, 1777, the Continental Congress of the embattled Thirteen Colonies adopted a flag which was to officially become the banner of the newly formed United States of America.

There have been many exciting stories connected with the early days of our National Colors—the legend of Betsy Ross; the incident at Fort Stanwix; Sergeant Jasper at Fort Moultrie or Fort Sullivan; the first salute to the flag by a foreign government given in a French harbor to the *Ranger*; the attack on Ft. Mchenry and Francis Scott Key's inspiration to write our National Anthem, and many others.

But our present-day American histories have failed to present another in the series of stirring incidents, relative to the Star Spangled Banner of the sovereign Thirteen Colonies. I refer to the first display of an American flag before London.

The story is history, a fascinating bit of the Revolution. It was a Nantucket ship—the *Bedford*—that first flung to the breeze on the Thames the new American banner, and the date was the 3rd of February, 1783.

London in those days was the unchallenged leading seaport of the world. Before the Revolution she had been Nantucket's greatest market for whale-oil, and besides the business of this industry, a number of fast packets ran between Nantucket and London. It was from the fact that the island ships made faster time than the London craft in their eastward crossings that led Benjamin Franklin to induce his cousin, Capt. Timothy Folger, a packet captain of this port, to draw a map of the Gulf Stream to show the British merchants how their ships lost valuable time in bucking the mighty "ocean river" while Nantucketers sailed alongside the current in their homeward passage.

But getting back to the flying of the American flag before London in 1783. It must be remembered that the War of the Revolution had actually ended but a few months before in 1782. The export of oil from Nantucket—then the world's greatest port for this valuable supply—was at a standstill. The War had ruined the islanders' industry completely, reducing their wealth to a low ebb and wiping out their fleet of 150 sail. It had been a tremendous blow.

William Rotch, the island's greatest Quaker merchant, decided on a coup to aid in giving him a new start in his business. He had himself sustained a loss of \$60,000, due to the War, a staggering loss in those days.

The *Bedford* was lying at Straight wharf, where she had been tied up for five years. Her rigging was overhauled and her holds filled with whale-oil that had remained hidden in one of Rotch's hiding places during the long years when the island daily dreaded raids by privatersmen of Tory refugees. She cleared from the old Custom House at the foot of the Square, and with 487 butts of oil below hatches sailed around Brant Point, bound for London.

Capt. William Mooers was master of the *Bedford*. In his possession was a "protection paper" from the British Admiral Digby, procured by William Rotch Jr., at New York City.

Shortly after the *Bedford* cleared the harbor, another Nantucket ship, loaded with oil, the *Industry*, Captain John Chadwick, master, sailed from this port for London.

On the 3rd of February, at a time when the countryside was favorably discussing the peace treaty terms, which had just appeared in London papers, the *Bedford* entered the river Thames, dropping anchor in the very shadow of the Tower of London. The proclamation of King George was not issued until Feb 15th, twelve days after the Nantucket ship's arrival.

Therefore it is no wonder that the customs officials at first held up the *Bedford* and her cargo. The ink on the peace terms was hardly dry when this bit of spunky New England had come floating up the river with what had lately been a rebel flag at her mast-head.

Capt. William Mooers, the master of the *Bedford*, is traditionally reported as not only remarkable as a whaleman but well equipped to handle the hazardous and delicate task that had been assigned to him. Erect in bearing, standing over six feet in height, his voice quiet with the dignity of the Friends' speech, he performed the job of getting his ship cleared by the London customs men, and safely handed over his cargo to her consignees, the firm of Champion & Dickenson.

A London periodical, published at the time, had the following account of the *Bedford's* arrival:

"The ship *Bedford*, Capt. Mooers, belonging to Massachusetts, arrived in the Downs on the 3d of Feb., passed Gravesend on the 3d, and was reported at the Customs on the 6th inst. She was not allowed regular entry until some consultation had taken place between the commissioners of the customs and the Lords of Council on account of the many acts of parliament in force against the rebels of America. She was loaded with 487 butts of whale oil, manned wholly by American seamen, wears the rebel colors, and belongs to the island of Nantucket in Massachusetts. This is the first vessel which has displayed the thirteen rebellious stripes of America in any British port. The vessel is at Horsedown, a little below the Tower, and is intended to return immediately to New England."

In a summary of parliamentary debates contained in the same magazine under date of February 7th, appears:

"Mr. Hammett begged leave to inform the House of a very recent and extraordinary event. There was, he said, at the time of his speaking, an American ship in the Thames, with the thirteen stripes flying aboard. The ship has offered to enter at the custom house, but the officers are all at a loss how to behave. His motive for mentioning the subject was so ministers might take such steps with the American commissioners as would secure free intercourse between this country and America."

The *Bedford* is described by Thomas Kempton, of New Bedford, who was living in 1866, as being built before the year 1770, probably by James Lowden, as he was the proprietor of the only shipyard in New Bedford at the time. She was first rigged as a schooner, afterwards changed to a brig, and finally re-built, raised upon, furnished with an additional deck, and rigged as a ship of 180 tons.

Capt. Coffin's Letter.

It is perhaps unnecessary to call the attention of our readers to this interesting letter which we published in our issue of the 21st ult., a valuable supplement to the articles on "Nantucket in the Revolution" contributed by our Waltham correspondent to the Historical Register. Every one seeing the name of Capt. Coffin at the foot, will be desirous of seeing what he had to say. Most of our older subscribers remember him well, and many of our younger ones know him by reputation. In the diplomatic struggle following the military contests of the Revolution, when John Adams, with the far-seeing vision of the true statesman, declared that America would never be satisfied till the Mississippi and the Fisheries were free, and labored with all his power to protect the interests of New England and the country at large, the evidence of Capt. Coffin on this latter point was considered of very great importance.

Mr. Adams says, speaking of the conversation with the parties to the Treaty of Ghent, (works of John Adams, Vol. III, p 329) "I showed them Capt. Coffin's letter, and gave them his character. His words are,—

"Our fishermen from Boston, Salem, Newbury, Marblehead, Cape Ann, Cape Cod, and Nantucket, have frequently gone out on the fisheries to the Straits of Belle-Ile, north part of New Foundland, and the banks adjacent thereto, there to continue the whole season, and have made use of the north part of Newfoundland, the Labrador coast in the Straits of Belle-Ile, to cure their fish which they have taken in and about those coasts. I have known several instances of vessels going there to load in the fall of the year, with the fish taken and cured at those places for Spain, Portugal, &c. I was once concerned in a voyage of that kind myself, and speak from my own knowledge."

"From Cape Sables to the Isle of Sables, and so on, to the Banks of Newfoundland, are a chain of banks extending all along the coast, and almost adjoining each other, and those banks are where our fishermen go for the first fare in the early part of the season. Their second fare is on the Banks of Newfoundland, where they continue to fish, till prevented by the tempestuous and boisterous winds which prevail in the fall of the year on that coast. Their third and last fare is generally made near the coast of Cape Sables, or banks adjoining thereto, where they are not only relieved from those boisterous gales, but have an asylum to fly to in case of emergency, as that coast is lined, from the head of Cape Sables to Halifax, with most excellent harbors. The sea-cow fishery was, before the present war, carried on to great advantage, particularly from Nantucket and Cape Cod, in and about the river St. Lawrence, at the island St. John's and Anticosti, Bay of Chaleurs, and the Magdalen Islands, which were the most noted of all for that fishery. This oil has the preference to all other, except spermaceti."

Further on in the same volume (page 337) Mr. Adams says, still endeavoring to settle this fishery question, "I desired Mr. Thaxter to write to Messrs. Ingraham and Bromfield, and Mr. Storer to write to Captain Coffin at Amsterdam. They delivered me the answers; both contained information; but Coffin's was the most particular, and of the most importance, as he spoke as a witness. We made the best use of these letters with the English gentlemen; and they appeared to have a good deal of weight with them."

Shortly after the close of the war—in 1785—writing from Nantucket to Samuel Adams, Capt. Coffin protested in such vigorous terms against the free exportation of whaling out-fitting materials, and the danger of the loss of the fishery to America, that the Legislature passed a law prohibiting the carrying of such goods from the country, and Mr. Rotch's scheme for transferring whaling to the Bermudas miscarried.

We are glad to be favored with the new evidence of the esteem in which Capt. Coffin was held by eminent men of the Revolution, which our correspondent has given. Such memories of Nantucket's noble Captains are recollections to be proud of.

We publish on our outside this week Number Two of the articles in the Historical Register, and call the attention of our readers to it. The series, of which these two numbers form about one-half, bear evidence of a great amount of research, and the documents produced form a powerful defence from the loose charges, which have from time to time been made against Nantucket for the apparently anomalous position assumed by our Island in that war, which position was a matter of the sternest necessity rather than of choice.

Dec. 5, 1874

Nantucketers Honored Lafayette With 500 Pound Cheese For Services To Island, U. S.

The story of Nantucket's presentation of a mammoth cheese in 1786 to France's great hero and American colonists' friend, the Marquis de Lafayette, is being forwarded by this newspaper to press representatives of the Borden Company, nationally known milk and dairy products firm, who requested the information in a letter to the Town Crier last week.

On reading the Borden Company letter published in the Town Crier last week, Edouard A. Stackpole, Nantucket historian and now curator of Mystic Museum at Mystic, Conn., telephoned the editors that the story of the presentation of the 500-pound cheese to Lafayette by Nantucketers, is related on Page 85 of Everett U. Crosby's book, Nantucket In Print, and on Page 385 in the French edition of Saint John de Crevecoeur, Letters of an American Farmer, who is the source for Mr. Crosby's account.

According to Mr. Crosby in Nantucket In Print, de Crevecoeur was a Frenchman of good family, who was born in 1735 and was educated in a Jesuit College and at English school.

At the age of 20, he went to Canada and served with Montcalm in the war between the French and English. In 1764, he was naturalized an American in New York. A traveller and owner of several farms, he had, among his acquaintances and correspondents George Washington, Benjamin Franklin and Thomas Jefferson. Later married and the father of children who bore the name of St. John, de Crevecoeur, served as French Consul for New York, New Jersey and Connecticut.

The de Crevecoeur account of the Nantucket cheese presentation was written in Nantucket on September 19, 1786 and appeared in the New Plymouth newspapers of September 27 of that year.

Wrote the American farmer:

"Although separated from the continent the inhabitants of this small heap of sand have nevertheless shared with the rest of their fellow-countrymen in the just tribute of gratitude merited by M. le Marquis de La Fayette for the great services he had rendered to the United States. A man prudent, wise and enlightened in peace, as he was gallant and clever in war, he has endeavored to draw together the two nations already united by justice and politics. For that purpose he has conceived the idea of a commerce which would be mutually advantageous. To establish it on a solid and permanent basis and to obtain for us the means of paying for the commodities which we need from France, he has arranged that our whale oil, which with our herds constitutes our only wealth, will pay no other duties but those required by the Hanseatic towns.

This generous concession of the French Government is for us fishermen a special advantage, serving to revive our discouraged industry and to keep us on this Island, our old homeland, from which owing to the new order of things we would have been forced to emigrate.

"Moved by gratitude for so great a service the inhabitants assembled, voted and resolved that each one should give the milk from his cow, over a period 24 hours; that the entire amount should be made into a cheese weighing five hundred pounds which should be sent to M. le Marquis de La Fayette as a slight testimonial indeed of the sincere affection and gratitude of the inhabitants of Nantucket."

In requesting the history of the Nantucket cheese presentation to Lafayette, John W. Newton, Jr., of the Borden Company's press section, said it is to be used in the firm's house organ called Elsie's Horn. The news organ is distributed to Borden Cheese Company salesmen throughout the United States.

Nantucket and its people constitute a major portion of de Crevecoeur's book, titled, "Letters Of An American Farmer", published in London in 1782, which contained the first printed descriptions of any importance of the Island and its inhabitants, according to Mr. Crosby. Most of it had been written by the author while he was in the United States before the first publication of the book. The author's book was published in French in a 1787 edition. Four undated letters pertaining to Nantucket in the 1782 London edition were separated in the Paris edition into 16 letters, amplified and dated, beginning "Sherburn, August 30, 1772" and ending "Nantucket, 10 December 1772."

Jan 22, 1954

Island Records Fail To Substantiate Story Nantucket Gave La Fayette Cheese, Author Says

Editors' Note: This is the second and concluding part of an article by Emil Guba, professor at the University of Massachusetts and author, on a story of the alleged presentation of a 500-pound cheese by Nantucketers to the Marquis de La Fayette for favors which the famed Frenchman is held to have given Islanders. Mr. Guba said his research has convinced him that the story is a hoax.

In the first part of his article which appeared in the Nantucket Town Crier last week, Mr. Guba said the story originated by Hector St. Jean de Crevecoeur in his Letters of an American Farmer in Paris which carried a French translation of a letter about the cheese incident, alleged to have been written on Nantucket, Sept. 27, 1786. The letter described Nantucket's esteem for the great Marquis de la Fayette and his diplomacy in behalf of the Nantucket whaling industry to ship oil to France without duties of entry.

Nantucketers, in a gesture of appreciation, are alleged to have voted in town meeting in 1786, to make the mammoth cheese gift to La Fayette.

The Crevecoeur letter said the Island inhabitants, by the town meeting vote, were to have contributed the milk from their 500 cows in a 24-hour period for the cheese but Mr. Guba said the cows at the town were owned by only a handful of residents.

Mr. Guba also questioned the esteem which Islanders may have had for La Fayette during the Revolutionary War which he said caused Nantucketers suffering and was not popular here.

An allegation by Crevecoeur that the cheese letter was published in "New Plymouth" newspapers is not supported by any evidence, Mr. Guba said his research shows. The author said the Nantucket Town Clerk, Charles C. Coffin, has found no town records to support the story of the Island cheese gift.

Mr. Guba continues his article. The important event of the making of a 500-pound cheese for La Fayette, if factual, would have been recorded by Kezia Fanning, in her famous diary but there is no record of it here.

La Fayette labored to procure complete exemption of duties on American whale oil but without success because the French government had directed its attention to the encouragement of the whale fishery in vessels of their own nation. La Fayette's diplomacy succeeded in obtaining from the ministry of Louis XVI, in favor of a company of merchants to be organized in Boston, the exclusive

privilege of furnishing free of duty 16,000 quintals of oil valued at 800,600 French livres to M. Sangrain, contractor general, for lighting Paris, Versailles and other cities. LaFayette obtained special exemption of duties for three American vessels for this invoice of oils. Payment was to be made in French manufactures. The agreement was signed by Sangrain on May 7, 1785. The French government required that the oils had to be delivered by June 1, 1786. (Letter from La Fayette to Samuel Breck of Boston, May 13, 1785). Thus a small concession was made to La Fayette but no more and it was made for Boston merchants. These circumstances are apparently the basis of the fictitious letter dated from Nantucket September 19, 1786. Nantucket, with its world renowned whaling industry, made a perfect setting for the subject of the letter.

All of Nantucket's diplomacy with the French government was conducted by William Rotch (1785-1786) after meeting frustration from the British. Rotch was permitted to carry on his whaling enterprises from Dunkirk, France, without duties of entry on whale oil. Rotch described his diplomacy with the French in his "Memorandum" written in the 80th year of lineage. La Fayette is not mentioned in the biography. These circumstances involving Rotch are quite distinct from the letter about the cheese dated September 19, 1786 and alleged to have been written on Nantucket.

Nantucket is described in Crevecoeur's French edition of his "Lettres" 1787, Vol. 2, Chapters, 1-5, 7-16, pp. 92-146, 153-218. In these letters we have a glaring account of life and industry on Nantucket, embellished with flattering circumstances. The whalers were painted in the most idyllic colors just as Crevecoeur painted his life as an ambitious and industrious farmer.

The population of Nantucket began an astounding increase upon the publication of the "Lettres."

In 1783, following the first edition of Crevecoeur's "Letters From An American Farmer," the staunch Englishman, Samuel Ayscough published a strong rebuke in his treatise, "Remarks On The Letters From an American Farm or a Detection Of The Errors of Mr. Hector St. John, Pointing Out The Pernicious Tendency Of These Letters To Great Britain." Ayscough portrayed the publications as a fraud artfully disguised and hostile to the happiness of the British nation—an attempt to mislead and calculated to work upon the passions of the people. The author continued that many of Crevecoeur's descriptions were false, others, "old women stories calculated only to excite wonder and

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astonishment." The author also reminded the British censors of literary productions that they "ought to be more careful about recommending books composed of so many falsities and fraught with such a fatal tendency. He continued that "as a romance this book will afford some amusement to those idle readers who are the sole support of circulating libraries. To such repositories and to such readers I wish to see the American Farmer's Letters wholly consigned."

Furiously, after identifying Crevecoeur as an imposter, Ayscough concluded that "the fatal tendencies of such publications cannot be objects beneath the attention of our laws and liberties."

La Fayette died in 1834. The cheese letter received wide publicity during La Fayette's lifetime. It must have been embarrassing to Nantucket for never having made the mammoth cheese and to La Fayette for never having received it.

Author Says Research Shows Story Of Island's Mammoth Cheese Gift To La Fayette Was Hoax

By Emil Guba

Author of Nantucket Odyssey • Hector St. Jean de Crevecoeur, in his "Lettres d'un Cultivateur Americain," Pages 384-386, in Paris published a French translation of a letter alleged to have been written on Nantucket, Sept. 19, 1786 and printed in the New Plymouth newspapers on Wednesday, Sept. 27, 1786. The letter described Nantucket's esteem for the great Marquis de la Fayette and his diplomacy in securing for the Nantucket whaling industry the right to ship oil to France without duties of entry.

In return for this alleged benefaction, the inhabitants of Nantucket are alleged to have assembled at town meeting in 1786 and to have voted to make a gift to

La Fayette of a 500-pound cheese. The letter does not state that the cheese was actually made and presented to La Fayette.

The subject of the cheese appeared as an inquiry by John W. Newton Jr. of the Borden Company, New York City. (Nantucket Town Crier, Jan. 15, 1954), also in an editorial of the newspaper, entitled Islanders' Diplomacy in 1786 and in a feature story, headlined 'Nantucketers Honored La Fayette With 500-Pound Cheese For Services To Island' (Town Crier, Jan. 22, 1954)

The alleged letter about the gift of cheese originally published by Crevecoeur is the subject of a recent child's book, "A Cheese for Lafayette" (G. P. Putnam's Sons, New York) co-authored by two women with the pen name of "Elizabeth Meg." The letter also appeared in Memoires Hist. et Pieces Authentiques sur M. de La Fayette, Paris, 1794. The English translation of the letter was published in "A Complete History of

La Fayette." The story of the cheese also appeared on Page 85 in "Nantucket In Print" by Everett U. Crosby.

According to authority, 2500 quarts of milk are required to make a 500-pound cheese. The alleged letter stated that each inhabitant would contribute the milk of his milch cow for 24 hours toward the making of the mammoth cheese. But the 500 cows on Nantucket of that period, not all milch cows, were owned by a few farmers and not all of the inhabitants.

It's a question as to how much esteem the Nantucketers held for La Fayette or vice versa. On La Fayette's visits to America after the Revolutionary War, he never visited Nantucket, yet he was at numerous other places in New England and he was lavishly entertained. The Nantucket Quakers did not believe in ceremony adoration or entertainment. There was no esteem here for a military figure like General La Fayette.

The people suffered dreadfully during the Revolutionary War and they deplored the whole business.

Families left the Island after the war for Nova Scotia, France, England and the mainland. Cheese was included among the food supplies brought to the Island for the hungry inhabitants. The business of the place was prostrate and revival did not begin until 1789-1790. Economic conditions on the Island in 1786 just simply would not permit the gift of such a mammoth cheese.

According to Crevecoeur the alleged letter was printed in the New Plymouth newspapers, Wednesday, Sept. 27, 1786. But the "History and Bibliography of American Newspapers, 1620-1820" reveals that there were no newspapers published at Plymouth, Mass. Might Crevecoeur have meant the Boston newspapers or even newspapers of Plymouth, England? I consulted several Boston newspapers of the time and found nothing. I searched the issues of the Boston Gazette and Country Journal for the years 1785 and 1786 and found nothing. Mr. Clifford K. Shipton, librarian, American Antiquarian Society, Worcester, Mass. was consulted and he wrote: "There definitely was no newspaper published at Plymouth, Mass. which could have printed the Crevecoeur letter. We have examined several Boston newspapers of the approximate date and failed to find it there. Probably you are right, the letter is a fiction."

Mr. R. A. Wilson, keeper, Department of Printed Books, the British Museum, London, wrote, "I regret that we are unable to trace in this Library any newspaper called the New Plymouth Gazette. Indeed we have no Plymouth, England newspaper of the date in question. The French translation refers to 'une lettre de Nantucket—imprimee dans les gazettes de New Plymouth,' a description which might well apply to any newspaper published in the town."

(Continued on Page 6)

July 9, 1954

July 9, 1954

Thomas Turner Chapter, Sons of The Revolution.

The Thomas Turner Chapter of Nantucket, Sons of the Revolution, met on Tuesday, December 27th, and organized with the following named as officers for the coming year:

Earl S. Ray—Cornet.
George A. Folger—Deputy Cornet.
Stuart Chadwick—Secretary.
Clifford Ray Morris—Treasurer.
Wesley A. Fordyce—Registrar.

The Chapter took the name of Thomas Turner because he was one of the Nantucket men who served with John Paul Jones and was killed in the engagement on the 23rd of September, 1778, between the "Bon Homme Richard" and the "Serapis".

Thomas Turner left Nantucket in October, 1777, and, with twenty other young men of this island, joined John Paul Jones on the "Ranger". The ship sailed for France on the 1st of November, 1777, with dispatches telling of the surrender of Burgoyne. The following spring, after several thrilling encounters with the British vessels, Jones was placed at the head of a squadron of five ships with the rank of Commodore.

His flagship was the "Duras", a re-fitted East Indiaman, which he re-named the "Bon Homme Richard", as a compliment to Benjamin Franklin, whose "Poor Richard's Almanac" was then popular in France.

Commodore Jones took the Nantucket men with him, placing great reliance on their seamanship and bravery. In the engagement between the "Bon Homme Richard" and the "Serapis", Thomas Turner was killed.

It was in his memory that the newly-organized Chapter of the Sons of the Revolution selected its name.

It is hoped that all the men of Nantucket who are eligible and can trace their ancestry back to someone who either fought in the Revolution or assisted or contributed to the cause in other ways, will join the local Chapter.

Blank applications for membership may be obtained from the Secretary.

Annual meeting and dinner of the Society will be at the Hotel Somerset, in Boston, on January 17th—the anniversary of the birth of Benjamin Franklin.

DEDICATION OF THOMAS TURNER SQUARE



The unveiling of the Thomas Turner Tablet on the Pacific Bank building, facing the "Thomas Turner Square", on the 14th of June, 1934. Boyer snapped this picture just after the cloth had been drawn aside, at the left of the picture. The flag of the Sons of the Revolution and "Old Glory" are still being held in position.

Tablet Dedicated in Memory of Thomas Turner.

The bronze tablet denoting the "upper square" as Thomas Turner Square in memory of the first Nantucket man to lose his life while serving under John Paul Jones on the "Bon Homme Richard," was formally dedicated Thursday afternoon at 4:00 o'clock, with brief ceremonies. Delegations from a number of the patriotic organizations in the town were in attendance, together with a number of the town officials, and the Girl and Boy Scouts. Henry Vaughan Thayer and Major Duffield, representing the Massachusetts Chapter of the Sons of the Revolution, came down from Boston to make the formal presentation of the tablet to the town.

The tablet has been placed on the southeast corner of the Pacific National Bank building, about seven feet above the sidewalk. It bears the following inscription:

THOMAS TURNER SQUARE.

Thomas Turner a son of Nantucket served on the Ship Bon Homme Richard. Killed in action with H. M. S. Serapis September 23, 1779. This tablet is placed by the society of the Sons of the Revolution in the Commonwealth of Massachusetts. Dedicated by The Thomas Turner Chapter of Nantucket June 14, 1934.

There was quite a large gathering of townspeople in front of the bank building and on adjoining sidewalks, and on either side of the tablet were the national and society colors, Thomas J. Hallowell holding the staff of Old Glory and Edouard Stackpole the staff of the flag of the Sons of the Revolution. The tablet was covered by blue and yellow cloth—the colors of the society.

The exercises opened with prayer by Earl S. Ray, chaplain of Thomas Turner Chapter, as follows:

Almighty God of our Fathers, grant us grace for the duties of this day. May the spirit of our toil bear witness to our faith.

We thank Thee for the greatness of our Country; may we also be inspired with the spirit of patriotism as was Thomas Turner, in whose honor and memory we dedicate this square today.

We pray Thee that Thou wilt purge our schools and churches of communism and socialism. May we and the youth to follow be guided by the faith of our fathers; may we by Thy guidance cherish and defend the free institutions and ideals of this great Republic which this son of Nantucket gave his life defending.

We pray for all in authority in our country; give them wisdom and strength to uphold the sovereignty of these United States.

Wilt Thou, O God, mould the hearts of men to the ways of peace, that the sword may be forever sheathed and Thy justice roll on like water o'er the face of the earth, and Thy righteousness as a perennial stream. Amen.

Mr. Thayer, representing the Massachusetts Chapter, then made the formal presentation to the town, addressing Mr. Hull, as chairman of the Selectmen, as follows:

Mr. Chairman, the Honorable Board of Selectmen and Guests:

I am sorry that the Society of the Sons of the Revolution in the Commonwealth of Massachusetts has not been able to send you a real orator for these exercises, but circumstances are such that many of the Officers of the Society are now in Washington attending the Triennial Congress of the Society which meets this day.

It seems to me unnecessary to speak of the service of Thomas Turner to a group of Nantucketers for you are more familiar with it than I. We all know that he gave all that he had, even his life, for the cause that he believed in, and it is most fitting to honor his memory today.

I feel that it is only proper to say that the prime mover in erecting this Memorial was your fellow townsman, the late Walter Gilman Page who, in 1891, organized the Society of the Sons of the Revolution in the Commonwealth of Massachusetts, with 20 members, one of whom I had the honor to be. Of these twenty, only four are now living.

Mr. Chairman: The Society takes pleasure in presenting this tablet to the Town of Nantucket through the Thomas Turner Chapter of the Society and desires to express its appreciation of the patriotic action of your Board in naming this Square in beautiful, historic Nantucket in honor of Thomas Turner, and to thank the officials of the Pacific Bank for their co-operation in placing the tablet.

At the conclusion of Mr. Thayer's remarks, the tablet was unveiled, the cord being drawn by Master Gordon Turner, seven years of age, the great-great-grandson of Thomas Turner. Mr. Hull then formally accepted the tablet in behalf of the town with the following remarks:

Massachusetts Chapter of the Sons of the Revolution and local Chapter of the Sons of the Revolution: It is a pleasure for me to be present here today and to accept in behalf of the Town of Nantucket this memorial dedicated to Thomas Turner, a son of Nantucket. It is most fitting that this memorial should be placed in this square, dedicated to the memory of one who fought and sacrificed his life in the American Revolution, and we should continue to venerate Thomas Turner as a true example of human patriotism. That it is true no matter to what period of our history you refer, American patriotism has been the same in every generation of Americans, manifested in every crisis and demonstrated in every battle, whether on land or on the sea, and it is men like Thomas Turner who made this country what it really is today,

over

Tablet Dedicated in Memory of Thomas Turner.

Continued from First Page.

not by words, but by great deeds, and that is why we are gathered here today to pay tribute to the memory of this great patriotic American.

The exercises were brought to a close with the following reference to the memory of the man whose name was perpetuated by the tablet, made by Joseph R. Burgess, an active member of the local chapter of the Sons of the Revolution. Mr. Burgess said:

We meet today to dedicate this section of historic Nantucket as Thomas Turner Square—in memory of one of the greatest of Nantucket's many heroes of the seas.

The young man who unveiled this tablet is the youngest descendant of Thomas Turner, who was born June 12, 1740. Thomas Turner, and many other Nantucketers, were valued members of the crews of the ships of John Paul Jones. On November 1, 1777, they sailed for France on the *Ranger*, bearing news of Burgoyne's surrender.

On September 23, 1779, Thomas Turner, warrant officer, was the first man to fall in what is considered one of the greatest naval battles of history—that between H. M. S. *Serapis* and the famous *Bon Homme Richard*.

As we pay tribute to Thomas Turner, we also honor the other Sons of Nantucket who gave themselves freely in the struggle for liberty that made this great country of ours possible.

This tablet is being presented by the Massachusetts Society of the Sons of the Revolution. It represents the final achievement of a quiet, deep-thinking gentleman who loved this little island, and who, perhaps more than any other appreciated the glorious significance of its past and had faith in its future—Walter Gilman Page.

Let us bow our heads a moment in thankful appreciation of the high character of the services that he rendered to us.

God grant that the courage and faith that this square symbolizes inspire us to better deeds, and that the generation to come shall have, as we have had, a noble heritage.

June 16, 1934

Capt. Manter Spoke Before Sons of the Revolution Meeting.

At a meeting of the Sons of the Revolution, held Wednesday evening at the home of Joseph R. Burgess, a distinguished guest was present in the person of Capt. Harry Manter, a member of the New York Society, and a native son of Nantucket.

Following a brief business meeting, Captain Manter was requested to say a few words in regard to his career as shipmaster and port official, and he very kindly acceded to the request.

While most of his remarks were confined to various incidents in his life he enlarged principally upon the parts played by his contemporaries. But enough of his story was given to convey to his listeners the picture of a remarkable career.

Since the day when the last whale-ship sailed away there have been comparatively few islanders who have risen to the command of ships. Those who have followed the sea and worked up to masters have been men whom Nantucket is proud to claim, and outstanding among them is Captain Manter.

He has carried on all the fine traditions of this seafaring community. This, in itself, is a task worthy of the steel of any American. Starting from the lower rung of the ladder, he gradually worked himself up to become one of the foremost figures in the maritime activities of this country.

Captain Manter graduated from the Nantucket High School in the class of 1906, and soon afterward passed examinations for assignment aboard the training ship *Enterprise*. After one cruise in her he became one of the cadet officers leaving the ship because of the impossible living conditions aboard. The incident taught the commissioners a lesson they never forgot. The entire student body went ashore at New London and dispersed, going to their homes. They were recalled, and sailed again with the ship properly provisioned.

But young Harry Manter did not return. He went to New York and shipped out aboard a steamship commanded by Capt. Thomas Turner, a Nantucket man. Thus, was the second rung in the ladder upward attained.

He then went into the merchant service as a quartermaster, and in a few years received his master's license for unlimited waters. Then followed service as a pilot in coastal waters, tug boat skippering, captain of one of the largest ferry-boats in New York, captain of the Sandy Hook mail-boat, and in command of deep-sea steamers.

From master of steamships to the position of port captain of the most important sea port in America—New York—is a tremendous step, but Captain Manter was chosen for the job. During the World War he commanded transports that sailed through the German submarine blockade. After the Armistice he became port captain of New York, under the U. S. Shipping Board, a position he held until recently, when he entered the marine insurance business.

In reply to questions concerning the American Merchant Marine, Capt. Manter stated that this country could never furnish able seamen to compare with foreign sailors until a training service is inaugurated. The A. B. of the day of sail was an all-around man, a sailor who could make sail, splice, tie knots, set up rigging, and handle an oar. Today, the average able seaman is a far cry from the genuine article.

The question arose: "Why don't more Nantucket boys of today go to sea?" Capt. Manter, who has helped many young lads from his native island to ship out, hesitated to reply. Upon being pressed, however, he

declared that the only reason seemed to be that their ambitions lay in other fields. Many have tried, only to return, apparently lacking the desires and determination of their ancestors. Yet, he still hoped that a larger proportion would some day embark upon careers at sea and carry on an island tradition.

"A seaman's life is not all plain sailing," he said. "I remember sitting astride a yard-arm, only a few weeks from home, staring out over the far-stretched waters—a pretty homesick boy. But after a furlough or two at home I realized there were no opportunities here for me, and so I stuck it out."

In contrasting modern navigation with that of the old days, he paid tribute to those Nantucket whalers who sailed in uncharted seas and on savage and far-flung coasts.

"The mechanical devices by which a ship is guided today," he remarked, "make navigation relatively simple. With the fathometer to give soundings, the radio-compass showing the directions and courses, running time figured by the number of knots per hour, a large steamship plies ocean lanes with the regularity of a railroad train.

"In the old days a shipmaster had to work out his problems alone; he was a seaman, a navigator, a diplomat and a handler of men. He was a real sea-dog."

Then followed a number of briefly-told but vivid incidents in his career, as well as tales of shipwreck and unusual marine disasters.

He explained the causes for the tragic loss of life on the *Morro Castle*, a disaster familiar to all. The strange collision that involved the liner *Mohawk* was described also. He cited a case where a ship was cut in half by a collision, yet remained afloat and was salvaged. The tale of a wreck of a steamer in the Mediterranean, during a fog on the Algerian coast, was mentioned in some detail.

With Captain Manter responding cheerfully to requests for explanation and anecdote, the evening passed enjoyably and swiftly, and it was with regret that a late hour forced a curtailment. The hospitality of the host, and the generosity of the guest made it a worth-while experience.

* * * * *

It isn't every gathering that can boast of two deep-sea skippers being present. Capt. Herbert P. Smith was the other. He, too, went out from Nantucket as a young lad, served on the *Enterprise*, and went into the merchant service, bringing the large steamer *Bellbuckle* home from New Caledonia, following the death of her regular captain. He received the commendation of the owners as well as other seafaring men for this exploit.

Those present included: Joseph R. Burgess, Earl S. Ray, Henry B. Coleman, Roland S. Brison, Harry B. Turner, Ray Morris, Capt. Herbert P. Smith, Wesley A. Fordyce, and E. A. Stackpole.

Dec. 5, 1936

JUNE 24, 1933

THE DEDICATION OF THE TABLET PLACED OVER THE GRAVE OF REUBEN CHASE BY THE SONS OF THE REVOLUTION JUNE 14, 1933.



Photo by Pivrotto.

From left to right—Captain Wilmerton Duffield, Col. John B. Richards, Thomas J. Hallowell Jr., F. Stuart Chadwick, Edouard A. Stackpole, Joseph R. Burgess, Wesley Fordyce, Mrs. Frances Ratcliffe, Mrs. George A. Folger, Henry Vaughan Thayer, Cornet Earl S. Ray, Walter Gilman Page.

Tablet Placed at Grave of Reuben Chase.

The grave of Lieut. Reuben Chase, Nantucket naval hero of the Revolutionary war, received a tablet-marker commemorating his valor at exercises which took place in the Old North Burying Ground, on Wednesday afternoon.

The tablet was presented by the town of Nantucket, and was dedicated by the Thomas Turner Chapter, tucket Chapter, was the prime Sons of the Revolution. State Commander John Bion Richards, Secretary Henry Vaughan Thayer, and Captain Wilmerton Duffield were present to represent the Commonwealth. Walter Gilman Page, who was instrumental in having the town place the marker, was also present.

Joseph R. Burgess, a member of the local chapter, gave the dedicatory speech. Mr. Burgess's words were splendidly in keeping with both the actuality and significance of the occasion. His remarks were as follows:

"We have gathered in this interesting old cemetery to dedicate a tablet which has been erected in the memory of Reuben Chase, able seaman on the Ranger and midshipman on the Bon Homme Richard.

I regret very much that Cornet Ray is unable to do this. I feel that it would be more fitting that he, as a descendant of the sterling men that comprised the population of this island in the days of the Revolution, was to dedicate this tablet. I can make no claim to being either a Nantucketer or a descendant of a Nantucketer, yet an ancestor of mine was rather intimately connected with many Nantucketers who fought with the Continental army in the Revolution. I refer to Colonel Josiah Whitney, who was assigned in 1777 to command a regiment raised partly in Barnstable County, but including many Nantucketers in its rolls.

REUBEN CHASE OF NANTUCKET
WHO SERVED ON THE "RANGER"
AND THE "BON HOMME RICHARD"
UNDER COMMAND OF
COMMODORE JOHN PAUL JONES
FOUNDER OF THE AMERICAN NAVY

THIS TABLET PLACED BY THE TOWN
DEDICATED 14 JUNE 1933
BY THE THOMAS TURNER CHAPTER
SONS OF THE REVOLUTION.

Tablet Erected Over the Grave of Reuben Chase, Midshipman.

As we honor Reuben Chase today, we are also honoring a score of other Nantucket seamen who were with Commodore John Paul Jones—the earliest of America's great naval captains and one who is generally considered the most daring and successful commander the sea has ever known.

At the beginning of the Revolution, Jones went to Philadelphia and offered his services to his country as it started its successful struggle for independence. History tells us that before Christmas he raised the "Pine Tree and Rattlesnake" flag on the first American man-of-war.

On the eve of the Revolution, about one-half of the vessels that were engaged in whaling were from Nantucket. Of the men that were with these vessels, more than 2,000 were from this port.

Realizing the skill and daring of these Nantucket sailors, Captain Jones asked that Nantucket men be sent to Portsmouth where the Ranger was being fitted out for its famous trip to France, carrying the new "Stars and Stripes" proudly at her masthead and bringing the news of Burgoyne's surrender. Reuben Chase and the other Nantucketers shared in the glory of receiving for their country the first salute ever given by another nation to the American flag.

After sailing along the coast of Great Britain, Jones returned to France, where he finally received the Bon Homme Richard, named in honor of Benjamin Franklin, then American Minister to France, where "Poor Richard's Almanac" was very popular at that time.

The battle with the Serapis on September 23, 1779, is considered the greatest single naval combat in history. Without detracting a bit from the honor paid to Commodore Jones, I believe it can be truthfully said that no small part of the credit of this victory belongs to Nantucket, through the services of Reuben Chase, midshipman; Henry Gardner, Acting Gunner, who was wounded; Thomas Turner, Henry Martin and James Nicholson, able seamen who were killed in that action; and sixteen other Nantucketers who were members of the crew.

The following history of Reuben Chase is furnished by Edouard A. Stackpole, a fellow-member of the Thomas Turner Chapter, Sons of the Revolution:

Reuben Chase was born at Nantucket, June 23, 1754, and died on the island, February 19, 1824. He was the son of Stephen and Dinah Chase, and the house in which he was born stood on lower York street.

It is easy to visualize Chase as a young boy spending most of his time along the water-front, among the shipping. He was tall for his age, strongly built, and soon outstripped his chums in sea-knowledge as well as feats of strength.

He was barely 22 when the exciting early days of the Revolution took place. Young blood on the island felt the urge of the adventure and the call of the conflict. The restraint of the Quaker dominance was difficult to shake aside, but when it was once discarded the young Nantucketers quickly sailed away to the wars with Reuben Chase among them.

With some of his chums, Chase first shipped aboard the "Alfred", at Providence, R. I. The "Alfred" was an old East Indiaman, of 440 tons burthen, and had already made her mark in history by flying the first American flag down on a man-of-war.

A young naval captain named John Paul Jones was in command of the "Alfred", and had already won the confidence of his men by his capable way of using the 26 guns which comprised the battery of the ship. Captain Jones needed skilled seamen, and when he watched his Nantucket recruits he knew he had found them.

Chase "signed on" the "Alfred" for one year. In July, 1777, he again shipped under Jones, this time on the brig "Ranger". The "Ranger" sailed for France, carrying the stirring news of Burgoyne's surrender. The celebrated cruise of the "Ranger" along the shores of England then took place. It was in the action between the "Ranger" and the "Drake" that Chase received the personal praise of Captain Jones for his bravery.

When the "Ranger" returned to the United States in 1779, Chase signed on the "Alliance", which took Count Lafayette to France. Upon arrival at Bordeaux, the Nantucketers who had followed Chase aboard the "Alliance", as quickly followed him when he was transferred to the "Bon Homme Richard", the clumsy old craft which the French had given to Captain Jones. The intrepid John Paul welcomed his Nantucket seamen, making some of them petty officers—and Chase was given the added distinction of a Midshipman's command.

In the historic action of the "Bon Homme Richard" and the "Serapis", Reuben Chase again received the high commendation of Jones. It was in this battle that Henry Gardner, acting gunner, distinguished himself, and Thomas Turner, for whom the Chapter is named, was killed.

In December, 1779, the crew of the "Richard" was transferred back to the "Alliance". The cruise of this latter vessel ended in February, 1780.

After a short week ashore, Reuben, ever restless, was given a berth of 2d Lieut. aboard a French privateer, the 20-gun "La Bon Adventure". The cruise of this craft lasted from March, 1780, to September, 1781, and is considered the most successful privateer enterprise on record.

The next berth of Reuben Chase was on the "America", then under construction at Portsmouth, N. H. This was a fine 74-gun ship and was presented to France, sailing to that country in September, 1781, when the presentation took place and her crew were honorably discharged. This was the end of Reuben Chase's career in the navy of the United States, covering a period of 6 years.

After a short stay at Nantucket, the true sailor heard the call of the sea, and he took command of the packet ship "Governor Clinton", which sailed between New York City and European ports. In 1787, the Governor Clinton made the run from Dover Castle in England to New York bay in 19 days,

fast time for that period. John Paul Jones was a passenger on this voyage.

Returning to his native isle once again, Chase turned his attention to whaling, the vocation of his people, and took command of the whaleship "Union", of this port. Afterwards, with his old sea-chum Henry Gardner and others he formed a company that owned several ships and carried on an extensive business on Nantucket.

The role played by this brawny Nantucketer during the war of 1812 is the one mysterious chapter in his life. He was then 58 years of age, but as active as a man 20 years his junior. For these few years his activities are not accounted for, but it is safe to presume that he was not idle.

Whaling took up his busy life after the war, and he continued in the industry until his death, Feb. 19, 1824.

In an old edition of the celebrated novel "The Pilot", by James Fenimore Cooper, the following notation was found, in the hand-writing of Frederick C. Sanford, another distinguished Nantucketer:

"The 'Long Tom Coffin' from this story was Reuben Chase. I remember him well and he was just such a man as Cooper described—6 feet, 4 inches tall, very powerful and angular. He was with the heroic John Paul Jones in his seafights (and it was after this that Cooper made his acquaintance). Cooper said: 'Long Tom Coffin' of his novel, The Pilot, was Reuben Chase of Nantucket. Reuben had a sister, Deborah, who weighed 350 pounds, and during a refugee raid during the Revolution she flung a Tory with ease upon a low house roof."

In The Pilot, pages 18 and 19, it is stated: "I would rather trust Tom Coffin and his harpoon to back me than the best broadside that ever rattled out of a three decker."

We who are gathered here are far removed from the Revolution in time. We are living in an age that is vastly different from that of the late eighteenth century. Yet it is an age that needs just as much courage and the same strong leadership that John Paul Jones, Reuben Chase, and others showed during the Revolution and the critical period that followed. In many ways ours is a harder task. We have become unused to hardship and softened by years of luxury. Let us call on our sleeping and latent strength and face our problems as courageously as John Paul Jones who, when his ship was sinking and the English commander asked for him to surrender, called back: "I have not yet begun to fight."

At the conclusion of Mr. Burgess's remarks, the tablet was unveiled by Mrs. George A. Folger, a member of the D. A. R., and the wife of Deputy-Cornet Folger of the Sons of the Revolution.

Cornet Earl S. Ray attended the ceremonies, and, although not fully recovered from a recent illness, said a few appropriate words. Mr. Ray introduced the speaker.

June 17, 1933

Nantucket Sailors With John Paul Jones.

When John Paul Jones took command of the 12-gun brig Providence, May 10, 1776, Henry Gardner, Owen Starbuck and Charles Hill, from Nantucket, were rated in her crew as able seamen. Henry Gardner and Owen Starbuck followed Jones to the Ranger.

On the Bon Homme Richard, Gardner was made quarter gunner, but during the action with the Serapis, owing to the dis-rating of acting gunner Arthur Randall, Henry Gardner was made acting gunner and was wounded in this engagement.

Jerry Evens, an ordinary seaman from Nantucket on the Bon Homme Richard, laid out on a yard arm with a slow match and had two seamen, each carrying a bucket of grenades, at his side on the yard. Evens threw the grenades through a partly opened hatch when the powder was being passed up on the Serapis (as she was locked with the Bon Homme Richard) causing an explosion that killed 50 men on the enemy's ship, and thus did a Nantucket man contribute to that noted sea-fight, under the celebrated Commodore John Paul Jones.

Jones thought so highly of Henry Gardner as a seaman and navigator that he put him in charge of the captured brig Portland, a whaler from Hull, England. Gardner subsequently brought her into port safely.

In the building of the 74-gun ship, presented to France by the United States, John Paul Jones was selected to superintend the construction at Portsmouth, N. H. He says:

"I had anticipated much difficulty in the mounting of her batteries, but just in the nick of time I was joined by my old gunner, Henry Gardner, of Nantucket, who had recently returned from a great privateering cruise. Had I been permitted to choose, I would have selected Gardner in preference to all others for this particular service on the America", and adds: "Mr. Gardner's services were more than valuable and much of the good condition of the America when finished (in 1781) was due to his skill and diligence. I will try to get him a commission as Lieutenant."

The America was a 74-gun ship, but at a distance of a mile she presented the courtier of a heavy frigate, or 1-3 less than her true size. Her dimensions were:

Length of upper gun-deck—182 1-2 ft.; Keel—150 ft.; Beam—50 1-2 ft.; Depth of hold—23 ft.; Breadth in tons—1,982 ft.

Armament: Lower battery—30 long 18 pounders; Upper battery—32 long 12 pounders; Quarter and fore-castle decks—14 long 9 pounders.

Although carrying 76 guns she was rated as a 74-gun line-of-battle ship.

A fine ship-yard hull model of her is preserved at Independence Hall, Philadelphia. Admiral Elliot Snow (retired) U. S. N. construction department, has asked me to come down this fall and go over it with him.

Capt. H. Perry Ashley.
9 Liberty St., Nantucket.

Nantucketers With Jones on The Ranger.

Editor of The Inquirer and Mirror:

In your interesting article on John Paul Jones in your issue of July 11th, you state that men from Nantucket were with Jones on the "Bon Homme Richard" and the "Ranger". I find that they were all on the "Ranger" in the following capacities, as copied from the roster of the sloop of war "Ranger", 1777:

Able bodied seamen from Nantucket:

Reuben Chase.
Henry Martin.
William Roberts.
Thomas Turner.
James Chase.
Reuben Joy.
Albert Cogswell.
Nathan Aldrich.
Latham Gardner.
James Nicholson.
Owen Starbuck.
Seth Folger.
William Nye.
Freeman Lufkin.
Paul Worth.
Henry Gardner.
Mathew Starbuck.
Barzillai Folger.
Apprentice Boys from Nantucket:
Stephen Folger.
Nelson Aldrich.
Charles Crampton.

The "Ranger" had 16 officers, two volunteers and 116 enlisted seamen and boys, making a total on board of 131 men.

The "Ranger" was originally a 20-gun ship, but Paul Jones armed her with 14 long 9-pounders and 4 six-pounders, and she then rated as an 18-gun sloop of war. The "Ranger" had a flush deck fore and aft, except for a light top-gallant fore-castle deck open aft, and a very short poop deck with a long binnacle to shelter binnacle and wheel. The house itself was only long enough to make a captain's cabin and two small state rooms in the transom. The masts had more rake than any vessel in the U. S. Navy. The "Ranger" was a handsome, shrewd vessel. Over sparred, cranky to windward but fast and able running free and the sausiest craft afloat.

Capt. H. Perry Ashley.
9 Liberty St., Nantucket.

July 18, 1931

The Nantucket Chapter--Daughters of the American Revolution.

The Abiah Folger Franklin Chapter, Daughters of the American Revolution, will meet next Thursday evening at the house of Miss Lydia Macy on Pleasant street, at half-past seven o'clock. All women who are interested in the work of this society are cordially invited to be present.

At the meeting held at the Sea Cliff Inn last Tuesday evening, after a delightful talk from Mrs. Masury, it was decided to print the names of those men, identified with the island's earlier history, whose descendants are eligible as members of the society. This list will be enlarged at the next meeting:

Daniel Allen, jr.	Thomas Gardner, jr.
Edward Allen,	Stephen Hussey, 1775-
Francis B. Brown,	76,
Josiah Barker, 1775-76,	Bachelor Hussey,
Samuel Barker,	George Hussey,
Shubal Barnard, 75, 76	George Hussey, 2d,
Joseph Barnard, 1775,	Benjamin Hussey,
Benjamin Barnard,	Jethro Hussey,
Jonathan Barnard,	Joseph Hussey,
Jonathan Barney,	Stephen Hussey, 2d,
Samuel Barrett,	Robert Hussey,
Thomas Bunker,	Obed Hussey,
Benjamin Bunker, 2d,	William Hussey,
Silas Bunker,	Christopher Hussey,
Bachelor Bunker,	(tything man March
Josiah Coffin,	15, 1777)
Micajah Coffin,	Joseph Horton,
Peleg Coffin, 2d,	Thomas Harrox,
Peter Coffin,	Francis Joy,
James Coffin,	Benjamin Jenkins,
Benjamin Coffin, 2d,	Charles Jenkins,
Robert Coffin,	Seth Jenkins,
Ephraim Coffin,	James Johnson,
Barnabas Coffin,	Peter Long,
Jethro Coffin,	Richard Mitchell, jr.,
Stephen Coffin,	1775,
John Coffin,	Richard Mitchell,
Joseph Coffin,	Francis Macy,
Nathaniel Coffin,	Caleb Macy,
David Coffin,	William Macy,
Benjamin Coffin, 3d,	Sylvanus Macy,
Timothy Coffin,	Nathaniel Macy,
Elias Coffin,	Zaccheus Macy,
Stephen Coffin,	Joseph Manter,
Francis Chase,	Benjamin Merchant,
Reuben Chase,	Obed Marshall,
Charles Chase,	William Morton,
James Chase, jr.,	Joseph Nichols,
Benjamin Chase,	Solomon Pinkham,
Thomas Chase,	Daniel Pinkham,
James Chase, 2d,	Richard Pinkham,
Ebenezer Cafet,	Shubal Pinkham,
Edward Cary,	Stephen Paddack, 1775-
John Coleman,	1776,
George Calder,	William Peak,
Peleg Coggeshall,	Elijah Pease,
Henry Dow,	John Ramsdell,
Thomas Delano,	William Rotch,
William Ellis,	David Ray,
Francis Ellis,	William Ray,
Frederick Folger, 1775-	John Ray,
1783,	Simeon Russell,
Benjamin Folger,	George Russell,
Benjamin Folger, 2d,	John Russell,
Walter Folger,	Nathaniel Russell,
Peter Folger,	Sylvanus Starbuck,
Timothy Folger,	William Starbuck,
Reuben Folger,	Jethro Starbuck,
Charles Folger,	Edward Starbuck,
James Folger,	Thomas Starbuck (tyth-
Bazillai Folger,	ing man Mch 7, 1778)
Abishai Folger,	Tristram Swain,
Peleg Folger,	Reuben Swain,
Charles Folger, 2d,	Joseph Swain,
John Fosdick,	Jothan Swain,
George Freeborn,	Henry Smith (tything
Gorham Fitch,	man March 15, 1775)
Alexander Gardner,	Christopher Worth,
Paul Gardner,	Andrew Worth,
George Gardner,	John Worth,
John Gardner,	John Waterman,
Hezekiah Gardner,	Nathaniel Woodbury,
Uriah Gardner,	James Williams.

Aug. 21, 1897

Abiah Folger Franklin Memorial.

At a meeting of the Abiah Folger Franklin Chapter, D. A. R., held on Tuesday last, it was decided to hold the dedicatory exercises for the Abiah Folger Franklin memorial on Monday evening, September 3, at 7.45 o'clock. The order of exercises, subject to slight changes, will be as follows: Music; presentation of a bronze tablet and slab by the chairman of the Old Colony Commission to the Governor of Massachusetts, or his representative, to be by him presented to the Selectmen for the town; presentation of the drinking fountain (now in position on the Madaket road) by the Regent of the Abiah Folger Franklin Chapter D. A. R., to the Selectmen for the town; acceptance by Selectmen; addresses; music; benediction.

The mother of one of the most distinguished citizens of our country was born in a house on the Madaket road, near the point where the drinking fountain now stands, owned by her father, Peter Folger, one of Nantucket's most capable citizens, who came here from Marthas Vineyard. The birth of Abiah Folger was duly recorded in "The Town's Book of Records for to enter Births, Marriages & Deaths * * * per order of ye Town of Sherborn (old name of town) on Nantucket." The record is to be found in book 1, page 1, of said records, and reads as follows: "Abiah ye daughter of Peter Folger was born 15th of August, 1667."

The Abiah Folger Franklin Chapter was organized November 4th, 1897, by Miss Sara Winthrop Smith, a member of the National Society of the Daughters of the American Revolution, whose commission as Regent was issued by the national board. It is called the "Quaker chapter" of the association, since nearly all its members come of Quaker ancestry loyal to the American cause in days when to be loyal meant the loss of many privileges. Nantucket men and women—represented by descendants in the membership of this chapter—gave aid to the American cause. Their names are on the Massachusetts roll of honor, and the memory of their deeds will ever be preserved in the archives of the Commonwealth. The formula by which their Nantucket descendants came into the national society of the D. A. R. reads as follows:

Those men of Nantucket who were members of the Society of Friends could not consistently take an active part in the Revolutionary War. The geographical and political position of the island obliged her inhabitants to be neutral. During the Revolution the town of Nantucket appointed a committee to proceed to Newport and New York and represent to the British Commanders "the difficulties under which the people labored on account of the war, and particularly on account of the British armed vessels which had lately committed depredations on the property and inhabitants." (Macy's History of Nantucket, Ed. 1880, p. 99.)

"The Committee consisted of Benjamin Tupper, Timothy Folger, Samuel Starbuck and William Rotch, who proceeded immediately to the points indicated and returned with assurances that the depredations should cease, provided the town of Nantucket would preserve strict neutrality." (The Island of Nantucket, by Edward K. Godfrey, p. 199.)

"Petition after petition was sent to the British Commanders for at least liberty to bring the Island food and fuel in sufficient quantities to keep the people alive. The sacking and burning of the town was threatened a number of times and the people were kept in constant dread. Macy, in his History, says: If the people of the island had observed a strict neutrality during the war, they would have received at all times from the British Commander-in-Chief that attention which their defenseless situation would seem to demand." (The Island of Nantucket, by Edward K. Godfrey, p. 194.)

Then follows the certification of the Town Clerk and the seal of the Town of Nantucket.

The Selectmen held a meeting Thursday evening and voted to cooperate with the Chapter in receiving and entertaining the guests.

Sept. 1, 1900

Presentation.

Mrs. Frances C. W. Hartley, wife of Marcellus Hartley, of New York city, presented in Hudson, on the 15th inst. the deed to the house in which she was born, and which was built in 1811, by her grandfather, Robert Jenkins, son of Seth Jenkins, who with his brother Thomas founded Hudson. She gave this as a free library to the Hendrick Hudson Chapter Daughters of the American Revolution, of Hudson. Nantucket was the birthplace of Seth and Thomas Jenkins, and readers will be interested in reading an outline of the presentation:

Madame Regent, the Officers and Members of the Hendrick Hudson Chapter, Daughters of the American Revolution:

It gives me much pleasure to meet a society, which was formed to commemorate the deeds of the makers of America, and the founders of the American Republic. At the time of the breaking out of the war of the American Revolution, Nantucket (the birthplace of two of these founders) Seth and Thomas Jenkins was noted for its connection with the whale-fishery, and was at one time the largest whaling station in the world; but during the war, England had control of the marine of her colonies, and through this control she prevented the natives from doing the things they wished to do; in consequence their commerce and industries were greatly interfered with. At the close of the American Revolutionary War, the flag of the New Republic was first seen at a British port, flying from the mast-head of a Nantucket whaling ship. In the Spring of 1783, two brothers, Seth and Thomas Jenkins, left Providence, R. I., to reconnoitre the Hudson River for a new place of settlement, taking with them \$100,000.

On arriving at New York they called upon Col. Henry Rutgers, an old friend of Seth's, and told him their plan. He listened attentively, and finally offered to sell them his farm, embracing now that portion of the city, east of Division street, bounded on the south by Catherine street, and on the north by Scammel or Governour street. They considered his offer, but differed \$200.00 in the price. Seth offered to divide the difference, but the Colonel held firmly to his price, and the negotiation fell through.

Having reconnoitred all the way up the Hudson River, they fixed on the unsettled spot at Claverack landing for a town. At this point they found the river navigable for vessels of any depth. The place was bought, the money paid, Thomas Jenkins signing the deed.

The two brothers then returned to Nantucket for their families, and influenced twenty other families to follow them. In the Autumn of 1783, Seth Jenkins and John Alsop were the first to arrive at Claverack Landing. Seth's family consisted of his wife (Dinah Folger), four children, (one, Robert, a boy of 11 years), and Dinah Coffin, the mother of Dinah Folger. Seth Jenkins' house was the first to be built, and during its erection his family lived on the ship.

According to Winterbotham's History, published in 1796, the City of Hudson has had the most rapid growth of any place in America, if we except Baltimore, in Maryland.

In 1811 this ancestral home was built by Robert Jenkins, then 39 years old. At the age of 19 he was at the head of the first cotton mill in the State, and held many positions of honor and trust.

While on a recent visit to Hudson, I was much pleased to learn of the noble work being done by the Hendrick Hudson Chapter, in raising a Free Library. In a conversation with one of your citizens, Dr. H. Lyle Smith, he encouraged me that this home would be a fitting and excellent place of custody for this library, and at this time, I want to thank Dr. H. Lyle Smith for the assistance he has given me, and the untiring energy, enthusiasm and interest he has shown, and it is also my desire to thank the building committee and the House board for their efforts.

With this deed to the Hendrick Hudson Chapter, through your regent, passes this Ancestral Home, conveying with it these words from the "Good Book," "May length of days be in your right hand, and in your left hand riches and honor."

Mrs. Hartley presented the Chapter with a tablet, at the same time, which bore this inscription:

THIS TABLET IS ERECTED TO THE MEMORY OF
SETH JENKINS

WHO WITH HIS BROTHER THOMAS FOUNDED THE CITY OF HUDSON. HE WAS APPOINTED ITS FIRST MAYOR BY GOVERNOR DEWITT CLINTON WHICH DISTINCTION HE ENJOYED FROM APRIL 1785 TO HIS DEATH 1793.

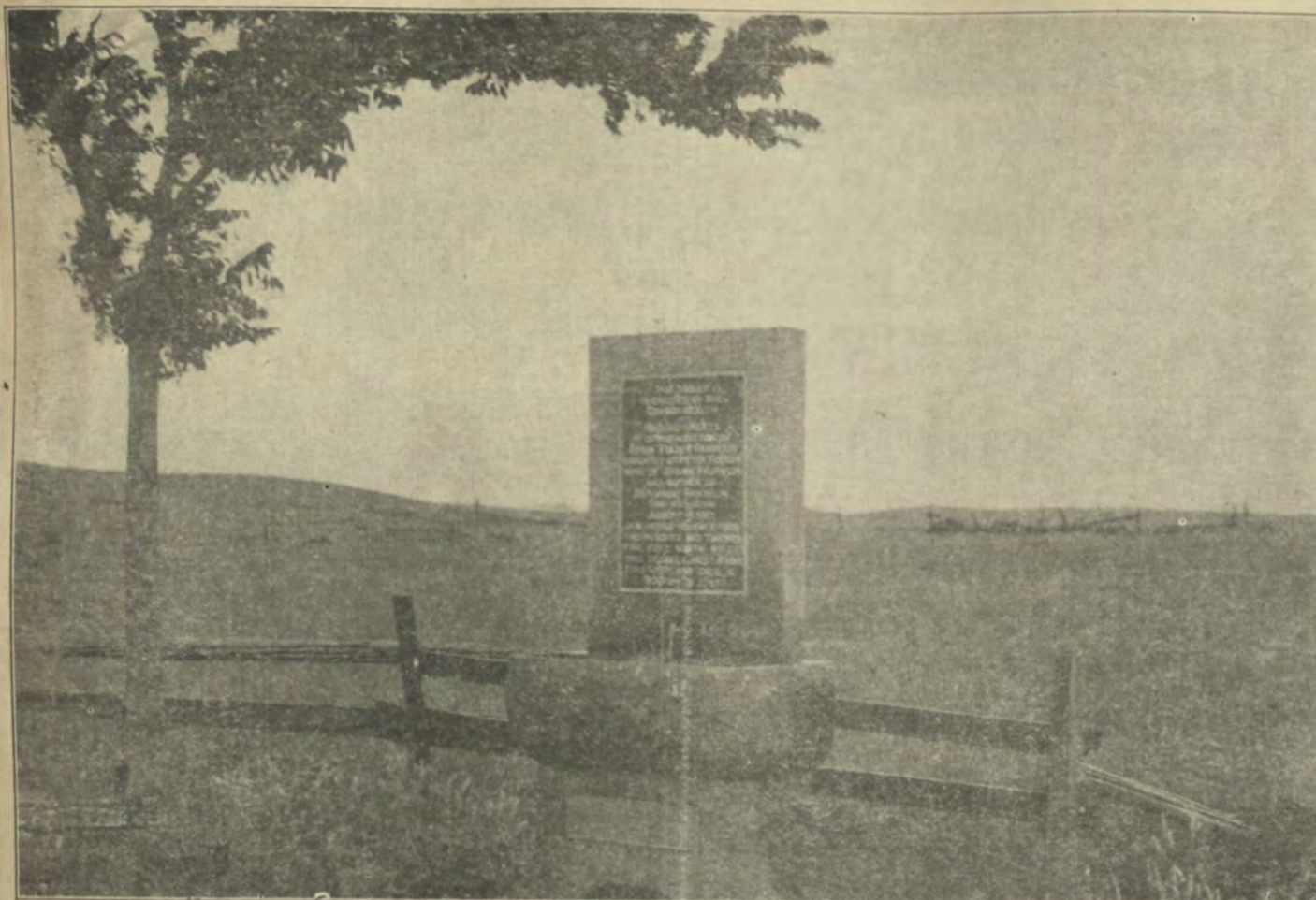
ALSO TO HIS SON
ROBERT JENKINS

WHO WAS APPOINTED THE THIRD MAYOR BY GOV. DANIEL D. TOMPKINS SERVING A LIKE PERIOD OF 10 YEARS 1808 TO 1813 AND 1815 TO 1819

ROBERT BUILT THIS HOUSE IN THE YEAR 1811 WHERE HE RESIDED UNTIL HIS DEATH NOV. 11TH 1819

PRESENTED TO THE HENDRICK HUDSON CHAPTER D. A. R. BY HIS GRANDDAUGHTER FRANCES CHESTER WHITE HARTLEY A.D. 1900

May 26, 1900



THE ABIAH FOLGER FRANKLIN MEMORIAL FOUNTAIN WAS DEDICATED FIFTY YEARS AGO

Exercises were held at the Methodist Church, on Labor Day, September 3, 1900, with Rollin M. Allen presiding. The tablet was presented by Sara Winthrop Smith, Regent of the local Abiah Folger Franklin Chapter, D. A. R., and Allen Coffin made the address on "Peter Folger," father of Abiah and grandfather of Benj. Franklin.

Abiah Folger Franklin Memorial.

A large and cultured audience attended the dedicatory exercises of the Abiah Folger Franklin memorial at the Methodist Church on Labor Day evening. Mr. Rollin M. Allen presided ably over the meeting. After an organ voluntary, the choir of the Unitarian Church sang the "Recessional Hymn" with much feeling and exhibition. Mr. Allen, with happy remarks, introduced as the first speaker, the Hon. William T. Davis, of Plymouth, president of the Pilgrim Society and chairman of the Old Colony Commission; who presented to the town, in the name of the Commonwealth, a beautiful tablet which, rising above the back of the drinking-fountain given to the town by the Abiah Folger Franklin Chapter, D. A. R., of Nantucket. This tablet is of bronze, affixed to a granite slab, and contains the following inscription:

This tablet is erected by the COMMONWEALTH OF MASSACHUSETTS in commemoration of Abiah Folger Franklin, daughter of Peter Folger, wife of Josiah Franklin and mother of Benjamin Franklin. She was born August 15th, 1667, in a house which stood 225 feet north, 32 degrees west from this spot, and died in Boston in 1752.

The chairman of the meeting, in his capacity as secretary of the Board of Selectmen, accepted the tablet for the town, reading a letter from the Rev. Samuel Hopkins Emery, of Taunton a member of the Old Colony Commission, whose secretary is Dr. L. Vernon Briggs, of Boston. Dr. Emery's letter read as follows:

Old Colony Historical Society,
Taunton, Mass., Aug. 31, 1900.

My Dear Miss Smith:

Your very kind note informing me of the date fixed for the "dedicatory exercises of the Abiah Folger Franklin Memorial" and also requesting my attendance, has been received. Let me thank you for this and also congratulate you and the Daughters of the American Revolution whom you, as Regent, represent, in the completion of a good work, for which you have so long and faithfully labored. I appreciate your kindness in wishing my presence on the glad occasion. And I should delight to be with you, but the Chairman of our Old Colony Commission, the Hon. Dr. Davis, of the mother town of Plymouth, will well represent us.

Very sincerely yours,

SAMUEL HOPKINS EMERY.

Miss Sara Winthrop Smith, Regent of the Abiah Folger Franklin Chapter, Daughters of the American Revolution, was then introduced, and presented to the town in the name of this Chapter, the granite drinking fountain now in position on the Madaket road. After the acceptance of this gift, the Chairman introduced Miss Sara W. Daggett, State Regent of the D. A. R. of Massachusetts, a brief synopsis of whose address follows:

"It is indeed an honor to stand here today and find myself a sojourner on this lovely sea-girt island, and to have the privilege of joining this beautiful celebration, and to be asked to say a few words in greatest reverence of the mother of one of America's greatest men. And with what pride does Massachusetts claim him among her most famous sons. And also I am to say a word of this great national society which I have the honor to represent, and which is proud to claim among its members these true D. A. R., whose living patriotism is an honor not only to this dear old town, but to Massachusetts and the whole National Society D. A. R. These noble women, whose gift of humanity we

consecrate today, and to all who come seeking refreshment may the waters of this fountain be the pure life-giving draft, and may those who drink therefrom be enriched by the memory of this honored woman, and may her son's loyal spirit live again in the hearts of these fortunate people, bringing all honor and peace and protection to good old Nantucket, its citizens and the strangers within its gates, for here was the home of Abiah Folger the mother of our Franklin. Happy mother of such a son, in whose name we are gathered here today, for of all other Americans he was the patriot who was essential to his country and whose absolute honesty of purpose is an honor to every American in all the ages. These true hearted women, in their gift of today, have proven far more eloquently than any poor words of mine could do, that we, as D. A. R., have the right to be proud of our membership in a society that binds together thousands and thousands of women for a beautiful common service, the desire to be useful to their countrymen and their fellow citizens in the name of their ancestors who fought to bring liberty and freedom to all mankind."

Then followed an address by Allen Coffin, Esq., on "Peter Folger as a Pioneer," and a few words by Dr. Arthur Elwell Jenks. The Star Spangled Banner was sung by the audience and choir—all standing. Rev. J. O. Rutter, pastor of the church in which the services were held, pronounced the benediction. The meeting was a very interesting one, and the church was beautifully decorated with flags and flowers.

Sept. 1900

For the Inquirer and Mirror.

The Nantucket Ancestry of Benjamin Franklin.

Mr. Editor:

The record is familiar to those who are interested in the local history of the island and to many visitors, but it will bear re-telling, especially in connection with the placing of a mark on the spot where Franklin's mother was born. This spot is in plain sight on the right hand side of the Maddequet road, about half a mile beyond the outskirts of the town. It is located on Mr. Allen Smith's farm. The Nantucket Improvement Association have just put a sign on this spot, with the following inscription:—"Site of the house in which Abiah Folger, mother of Benjamin Franklin, was born, August 15, 1667. Located by William C. Folger."

The following record of the Folger family, or the branch of it to which Franklin belonged, is gleaned from the genealogical records of William C. Folger:

John Folger, of Norwich, England, with his son Peter, came to this country in 1635. On the same ship with them was the family of Rev. Hugh Peters. Among the reverend's household was one Mary Morrell, Mrs. Peter's serving maid, fair and bright-eyed. Vicinage in cramped quarters on a long passage was too much for Peter and Mary. They were betrothed before the passage was over. Sometime previous to 1648, the date of their first child's birth, they were married. When the father and son reached the colonies, they settled in Watertown, Massachusetts. The father soon became one of the prominent citizens of the town. This is evident from the fact that when the family moved to Martha's Vineyard, he was detained for a time by his duties in the General Court of the colony, as representative of Watertown. The family moved to the Vineyard some time previous to 1660, with Thomas Mayhew, jr. Peter at once found employment as a school teacher and land surveyor. He also assisted Mr. Mayhew in his work among the Indians.

John Folger died at Edgartown in 1660. His widow whose maiden name was Meriba Gibbs, was living in 1663. Whether she was his first wife who had come with him from England, or his wife by a second marriage does not appear from Mr. Folger's records. In 1662-63, Peter was on Nantucket surveying land; and on the Fourth of July, 1663, the Island proprietors voted to give him one-half a share of land if he would move to Nantucket, and serve as Indian interpreter, and land surveyor. Peter accepted this offer, and land was assigned to him at what was then known as Roger's Field, on what was known at a later date as the Jethro Folger Lane, now a portion of the Maddequet Road. Peter died in 1690. Mary, his widow, died in 1704. The children numbered nine, not a large family for those times:—1. Eleazar, born 1648; married, 1671, Sarah Gardner, daughter of Richard; died 1716. 2. Joanna, married John Coleman, son of Thomas; died 1719, 5th month, 18th day. 3. Bethiah, married John Barnard, Feb. 26, 1668-9; both drowned in June 1669. Dorcas, married James Pratt; died 1675. 5. Patience, married (1) Ebenezer Harker, (2) James Gardner; died, 1718, 1st month o. s. 6. Bethshua, married Joseph Pope, jr., Salem Village, Mass., 1698. 7. John, born 1659; married Mary Barnard, daughter of Nathaniel; died 1732, 8th month, 23d day. 8. Experience, married John Swain, jr., son of John; died 1739, 6th month, 4th day. 9. Abiah, born August 15, 1667; married Josiah Franklin, being his second wife, died 1752. She was the mother of Benjamin Franklin.

M. S. D.

Aug. 2, 1890

Research Reveals Fallacy of Names Listed On DAR Revolutionary Plaque

Dr. Emil Frederick Guba, long a Summer resident here, has done exhaustive work on Nantucket's history. The Town Crier today presents for its readers an introductory article to a completely documented work on Nantucketers who actually served in the Revolutionary War. The articles will be printed in the future issues. Dr. Guba heads the University of Massachusetts' field station in Waltham. Upon his retirement he plans to make his home here. Dr. Guba is the author of several books on Nantucket, among them "Nantucket Odyssey" and another on Island flora.

Myth of John Paul Jones Nantucket Sea Fighters By Emil Frederick Guba

In scrutinizing my Nantucket Odyssey for errors, I discovered that I had mentioned the name of Barzillai Folger among Commodore John Paul Jones' Nantucket fighters on the Bon Homme Rich-

His name appears with other alleged Nantucket sea fighters on a bronze plaque in the town square. Barzillai was married in Nantucket Friends Meeting in 1766. Several children were borne to Barzillai and Miriam, the last in 1777. Barzillai was a whaler. He was not disowned by the Friends like others for violating their Christian principles with respect to bearing arms and war. Is it not a strange coincidence that a whaler, a Quaker with wife and family of small children on Nantucket, should be on the American Sloop of War Ranger sinking and capturing British vessels with gun fire and bloodshed!

Barzillai's circumstances prompted me to investigate all the names on the whole roster of 19, also three more names of men alleged to be Nantucketers but who were not included. I have put together a thoroughly documented story. This list of Nantucketers on the Bon Homme Richard and Ranger was prepared from a compilation by Colonel Buell who wrote a two-volume biography of John Paul Jones (1900). Only a brief significant statement is possible now.

Buell's book on Jones is an audacious forgery. It has been discredited. Scribner and Sons who published Buell's book in 1900 withdrew it from circulation in 1906 after its unreliability as a history had been established. The discovery of this historical forgery is credited to Mrs. Reginald De Koven, herself a recognized and authoritative biographer of Jones, publishing her findings in 1928.

Buell's book enjoyed a big circulation for six-years. Mrs. De Koven wrote: "The book . . . can be proved to be the most audacious historical forgery ever put

upon a credulous public. It contains reports of imaginary committees in Congress, invented letters from Washington, Franklin and Hewes, false letters and extracts from imaginary journals of Jones himself, false entries from diaries of well-known persons and quotations from others which existed only in Colonel Buell's imaginations. Mrs. De Koven cites error after error, misrepresentation, and improvisation on themes of truth and finally concludes, "Many other instances of misstatements, inaccuracies and inventions might be given for they appear throughout his work, but enough have been presented to prove that his book although vastly entertaining as a romance, is utterly valueless as history".

Many of the men listed on the bronze plaque had no association whatsoever with Nantucket. As Nantucketers they were non-existent. Thomas Turner was not an American. He was an Englishman. There never was a Henry Gardiner or Gardner on Nantucket nor an Owen Starbuck. And so on and on down the whole list. Some names on the list were of Nantucket whalers in France not sailors of war vessels. They were Quakers. Buell has trapped our local authors of Nantucket history and local societies stemming from the American Revolution into a realm of fancy and error. We should be more cautious about accepting entertaining romance imposing as good history.

"In the first edition of Buell's book we have pasted a New York Times editorial of 1906 which would warn readers against its reliability, together with a much longer article from the Saturday Review of Literature signed by Mrs. De Koven.

"In our card catalog, following the cards for the Buell book we insert a card for a work about the book and De Koven's, a fictitious Paul Jones masquerading as the real. The accepted life—pronounced to be an audacious historical forgery (New York, 1928). With this information presented to the reader, we believe he will realize he is to proceed at his own risk."

And again the New York Public Library wrote to me (March 30, 1956) as follows;

"The Times editorial on Buell's Paul Jones appeared on June 11, 1906, as on June 10 the magazine supplement to the Sunday Times had carried an expose of the whole matter. On the day following the appearance of the editorial, the Times reprinted the comments which had appeared the day before in The World.

Mrs. De Koven's long letter on the subject appeared in the Saturday Review of Literature, April 21, 1928.

Paul Worth appeared on Buell's roster of the Ranger at L'Orient, France, June 1778 and is listed from Nantucket. There is no record of his service in the Massachusetts Soldiers and Sailors of the Revolutionary War. The Nantucket Vital records list a Paul Worth, son of Joseph, who married Judith Starbuck in 1753. They removed from the island in September 1774. Another Paul Worth (1754-1842) was a master mariner. He married Phebe (Macy) Barnard in 1790 and Mary Barney in 1806. He was one of Nantucket's greatest whalers having many successful voyages. He is reported to have mastered the first American whaler in the Pacific Ocean returning to Nantucket March 25, 1793. He died December 13, 1842, age 88 years.

The list of Nantucket men who served under John Paul Jones during the Revolutionary War" (Nan. Hist. Assoc. July meeting 1901) by Dr. Benjamin Sharp was taken from Buell's history of Paul Jones (1900). Buell's fictitious Paul Jones has been pronounced (1928) an audacious historical forgery by Anna Farwell De Koven (Mrs. Reginald De Koven) herself the author of two volumes "The Life and Letters of John Paul Jones" (1913). The Newton Massachusetts Free Library, an example of a modern well directed public library, removed Buell's two volumes from the customary shelves and racks to their book storage room.

The New York Public Library wrote to me (March 15, 1956) as follows;

"In a Library of such scope and wide interest as this, we keep books whose scholarship has been proven dishonest, so that the book will be available for those who may still have good reason to wish to examine them.

June 22, 1956

Island Author's Research Shows Only 1 Nantucketer On DAR Plaque Had Service In Revolution; Other Alleged Seafighters Held To Be 'Pure Fabrication'

by Dr. Emil F. Guba

Author of *Nantucket Odyssey*
In the following article, Dr. Emil Guba, author and in charge of the Massachusetts field station of University of Massachusetts at Waltham, and a visitor to Nantucket over many years, recounts that research has shown that only one Nantucketer, Reuben Chase, of all those listed on the Island's DAR plaque, actually had an American Revolution service record. The rest, including Thomas Turner after whom the Island Chapter of the SR, is named, Mr. Guba said his research showed, are "pure fabrication," whose source apparently was a fictionalized book. In another article, the Town Crier will publish Dr. Guba's findings of Nantucketers who served in the American Revolution.

In scrutinizing my *Nantucket Odyssey* for errors, I discovered that I had mentioned the name of Barzillai Folger among Commodore John Paul Jones' Nantucket fighters on the Bon Homme Richard and Ranger (1777-1779). His name appears with other alleged Nantucket sea fighters on a bronze plaque in the Historical Society Museum. Barzillai was married in Nantucket Friends Meeting in 1766. Several children were borne to Barzillai and Miriam, the last in 1777. Barzillai was a whaler. He was not disowned by the Friends like others for violating their Christian principles with respect to bearing arms and war. Is it not a strange coincidence that a whaler, a Quaker with wife and family of small children on Nantucket, should be on the American Sloop of War Ranger sinking and capturing British vessels with gun fire and bloodshed?

Barzillai's circumstances prompted me to investigate all the names on the whole roster of 19, also 3 more names of men alleged to be Nantucketers but who were not included. I have put together a carefully documented story. This list of Nantucketers

on the Bon Homme Richard and Ranger was prepared from a compilation by Colonel Augustus C. Buell who wrote a two volume deceptive biography of John Paul Jones (1900).

Buell's book on Jones has been discredited. Scribner and Sons who published two editions of Buell's book (1900, 1906) withdrew it from circulation in 1906 after its unreliability as a history had been established by the New York newspapers. Refutations of this historical work are numerous beginning in 1900. Mrs. Reginald De Koven, a recognized and authoritative biographer of Jones, published her findings in 1928. Buell died in 1905.

Buell's book enjoyed a big circulation for 6 years. Mrs. De Koven wrote: "The book . . . can be proved to be the most audacious historical forgery ever put upon a credulous public. It contains reports of imaginary committees in Congress, invented letters from Washington, Franklin and Hewes, false letters and extract from imaginary journals of Jones himself, false entries from diaries of well-known persons and quotations from others which existed only in Colonel Buell's imagination. Mrs. De Koven cites error after error, misrepresentation and improvisation on themes of truth and finally concludes, "Many other instances of misstatements, inaccuracies and inventions might be given for they appear throughout his work, but enough have been presented to prove that his book although vastly entertaining as a romance, is utterly valueless as history."

Most of the men on the Island bronze DAR plaque had no connections with Nantucket. Reuben Chase 1st, midshipman is the only Nantucketer among all the names on the list with a Revolutionary service record. Thomas Turner was an Englishman (British) who joined the Bon Homme Richard at Brest, France. He was not an American and not a Nantucketer, according to an official record compiled by John Henry Sherburne, Registrar of the United States Navy, 1825. (Life and character of John Paul Jones, New York 1825, by John Henry Sherburne, Registrar United States Navy). The Town Square was dedicated to the memory of Thomas Turner on June 14, 1934 and named Thomas Turner Square. (See bronze tablet on front of Pacific Bank Building). There was no Henry Gardiner on Nantucket nor an Owen Starbuck. Some of the names are of Nantucket whalers and staunch Quakers, not Revolutionary sailors or soldiers.

Captain John Paul Jones took command of the Ranger in June 1777. The Ranger left Portsmouth, N.H., November 1, 1777 and arrived at Nantes, France on December 2, 1777. Jones repaired to Paris to report to the American Commissioners. In Jones' absence from the Ranger, Lieutenant Simpson one of the officers on the ship incited dissatisfaction among the crew with Jones' command. Jones upon his return was obliged to restore discipline. Simpson was suspended.

The Ranger left Brest, France April 10, 1779 for her first raid upon the British coast and British shipping. History records the descent upon Whitehaven, April 22, the raid on Saint Mary's Isle,

April 23, the capture of the British Frigate Drake, April 24, and the return of the Ranger to Brest, France, May 8, 1778 with her prizes and 176 British prisoners.

Jones left the command of the Ranger and experienced months of idleness in France. Lieutenant Simpson continued his petty acts of insubordination causing Jones much annoyance. American and British prisoners were exchanged in June 1778. About 119 or more American prisoners were brought to France from England. While the Ranger lay at Brest, France undergoing repairs following her encounter with the Drake and in Jones' absence at Paris, Hezekiah Ford, private secretary to one of the American commissioners at Paris incited a conspiracy against Jones by organizing a petition bearing 78 names of homesick Americans addressed to the American commissioners asking for the transfer of the command of the Ranger to Lieutenant Simpson with the object of returning the Ranger to America and obtaining pay for the seaman for their services. This petition or document is now the "Papers of the Continental Congress, No. 102, Vol. IV, pp 14-15, National Archives and Records Service, Washington. Captain Jones subsequently recommended that the Ranger return to America under Lieutenant Simpson and the ship left France for the United States in August 1778 manned by her American crew.

In the Spring of 1779 Jones was given command of the Bon Homme Richard. He proceeded to L'Orient, France to fit and man the vessel for action. The vessel was manned with French, British, Portuguese, some Americans, and other nationals most of them vagabond sailors, willing to enlist under any flag for the money. There were not more than 30 or 40 Americans in the crew of the Bon Homme Richard and nine of them were alleged by Buell to come from Nantucket.

The Bon Homme Richard left L'Orient on June 20, 1779 with other ships in the American Squadron for British waters. She was fouled off Rochefort, France by the Alliance and both vessels came into Groix for repairs.

The ships left France on August 14, 1779. The horrible battle between the Richard and the Serapis occurred on September 23, 1779. The Richard was sunk in the engagement and the captured British Serapis was taken into Amsterdam accompanied by the American Sloop of War Alliance. Jones returned to Brest, France on the Alliance in February 18, 1780. He left France for America on the Ariel in December 1780 and arrived at Philadelphia, February 18, 1781. This was the end of his American naval career.

There is no official roster of the Ranger and no biographer of Jones, except Augustus C. Buell has compiled one. From alleged contemporary and original information, Buell in 1900 published a roster of the Ranger of 53 names to which he added 78 more taken from the petition of Hezekiah Ford addressed to the American Commissioners at Paris in 1778.

Augustus C. Buell identified the officers and seamen of the Ranger with places like Salem, Nantucket, Portsmouth, New Bedford, Sag Harbor, etc. according to alleged, "original sources and contemporary information". Dr. Benjamin Sharpe (Nan. Hist. Assoc. 7:13, 1901) copied Buell and associated many of the familiar names on the Ranger and Bon Homme Richard with Nantucket whale-ship masters and voyages after the Revolutionary War. Actually several of the men were familiar Nantucket whalers whose names appear in Alexander Starbuck's "History of the American Whale Fishery".

Sherburne wrote an authoritative biography of John Paul Jones in a period when many of the principals under Jones' command were still living. Six of the names of Nantucket men in Buell's roster of the Ranger (1900) inscribed on the bronze DAR tablet in the Historical Society Museum appear in Sherburne's roster of the Bon Homme Richard as follows:

Reuben Chase, Massachusetts, Thomas Turner, Englishman, killed, Henry Gardiner, American gunner, wounded, William Roberts, Englishman, Armourer, Henry Martin, American Seaman, killed and James Nicholson, American Seaman, killed. Two other men on the Bon Homme Richard alleged by Buell in quotations in the text of his book to be from Nantucket were Jeremiah Evans and Daniel Swain. According to Sherburne (1825) the former was an American boy-seaman, the latter an English boy and ordinary seaman. These two names do not appear on Buell's roster of the men from Nantucket on the Ranger and they do not appear on the bronze tablet in the Fair Street Museum. These Nantucket warriors appear in the story "John Paul Jones and his Nantucket Sea Fighters" (Nantucket Historical Assoc. 1936) and also a third alleged Nantucketer, John Pinkham. According to Sherburne, Pinkham was an Irishman, not an American who volunteered in France in 1779. Evans and Swain appear in Buell's biography in alleged quotations from the Henry Gardiner papers (1782, 1826) also in Dr. Sharpe's story (Nantucket Hist. Assoc. 1901). My search for these Gardiner papers have been in vain. The literature references in Buell's biography are dishonest

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and fraudulent. In this respect Mrs. Reginald De Koven wrote "The bibliography which the author of this astonishing work supplies at the end of his second volume is a master piece of invention but so shortsighted in its daring untruthfulness as to raise suspicion as to the author's mental responsibility". This explains my failure to find anything by Henry Gardiner or even to identify him with the American Revolution or with any particular state or residence.

Henry Gardiner served with Jones throughout his command beginning at Philadelphia on the Alfred. According to Buell he wrote several eye witness accounts of the naval battle between the Richard and the Serapis. Gardiner has been identified by Buell with Nantucket, Portsmouth, N. H. and other places. Thus the 21 men on the bronze tablet, and in addition, Evans and Swain which make 23 and Pinkham which make 24 are alleged to come from Nantucket.

The following ten names, eight being among the 19 on the bronze tablet cannot qualify. These names do not appear in the Vital Records of Nantucket or in the Soldiers and Sailors of Massachusetts in the Revolutionary War. Secretary of State. They were not Nantucketers. Nathan Aldrich,

Albert Cogswell, Jeremiah Evans, Henry Martin, William Nye, Nelson Aldrich (boy), Charles Crampton (boy), Freeman Lufkin, James Nicholson, Daniel Swain (boy).

Martin was an American seaman and warrant officer on the Bon Homme Richard (July 1779 roster). He was killed in the action with the Serapis September 23, 1779. Nicholson was an American seaman and petty officer on the Richard serving as foretop guard. He joined at Brest, France May 21, 1779. He was killed in the action with the Serapis. There was a Captain James Nicholson in the American Continental Navy. They could have been father and son.

Evans was an American boy on the roster of the Richard. He was wounded in the action with the Serapis.

Daniel Swain was an English boy seaman according to Sherburne (1825) on the Bon Homme Richard joining at Brest, France, March 2, 1779. He was wounded in the action with the Serapis, September 23, 1779. He later appeared on the official roster of the Ariel (1780) under command of Jones. There was no Daniel Swain in Old Nantucket of age and Revolutionary War period to fit the man. Daniel Swain, son of George and Love Paddock, borne in 1731, does not fit the circumstances. He was too old. Fourteen more names remain for consideration. In considering these alleged Revolutionary fighting ancestors of Old Nantucket, places and time are important. The relevant period of history lies between December 2, 1777 when the Ranger arrived at Nantes, France and September 23, 1779, the date of the engagement be-

tween the Bon Homme Richard and the Serapis off Flansborough Head in the North Sea. The period can be extended to February 18, 1780 when Commodore John Paul Jones returned to Brest, France on the Alliance from Holland.

James Chase was placed on the Ranger in June 1778 by Buell. He is not listed in the Soldiers and Sailors of Massachusetts in the Revolutionary War. The Nantucket Vital Records record: James Chase husband of Anna Gardner, married 1737. He would not qualify.

James Chase husband of Mercy Godfrey, married 1775, son of Thomas and Anna Smith. Died in Nantucket in 1819, age 80 years.

James Chase husband of Mary Folger, married 1760.

They were whalemans, Quakers and shipmasters.

Reuben Chase appears on Buell's roster of the Ranger (June 1778) as a midshipman from Nantucket. Sherburne listed him from Massachusetts. He was a midshipman in the official roster of the Bon Homme Richard (July 1779).

Midshipman Reuben Chase was detached from the Bon Homme Richard on a pilot boat in an action early in the cruise and did not participate in the engagement of the Richard with the Serapis on September 23, 1779. He appeared again according to Buell

as Second Lieutenant on the "La Bonne Adventure", a French privateer fitted by Commodore Jones at St. Maloes, France in the Spring of 1780. The privateer is reported to have taken many British prizes off the French coast. Reuben married Judith Gardner in Nantucket in 1783 and he died there on February 15, 1824. His gravestone in Old North Burying Ground bears the inscription "An honest man, a Revolutionary officer and pensioner". His pension began May 13, 1818. Reuben was the son of Stephen and Dinah (Folger). He was a brother of Joseph Chase, a prominent Nantucket whalerman and President of the Nantucket Bank.

Barzillai Folger, husband of Miriam Gardner was married in 1776 in Nantucket Friends Meeting. He was placed on the Ranger at L'Orient, France in June 1778 by Buell. Barzillai sailed from Nantucket in August 1776 and returned to Nantucket from France March 25, 1777, according to the Kezia Fanning diary. He was the father of four children, Mary 1767, Jemima 1770, Judith 1773 and Benjamin April 1777. The Ranger sailed from Portsmouth N. H. on November 1, 1777, and arrived at Nantes, France December 2, 1777. He is not listed among the Soldiers and Sailors of Massachusetts in the Revolutionary War and he was not disowned by the Friends Monthly Meeting to which he belonged. He was not a Revolutionary War pensioner. Barzillai died on Nantucket September 17, 1831, age 89 years.

Seth Folger was placed on the roster of the Ranger in France, June 1778 by Buell. He is not listed in the Soldiers and Sailors of Massachusetts in the Revolutionary War and he was not disowned by the Nantucket Friends to which he belonged. Both Seths on Nantucket in the period were prominent whalemans as follows:

Seth Folger (1726-1807), husband Phoebe Coleman, married 1745.

Seth Folger, Jr. (1749-1829, husband Anna Ramsdell, married 1770.

Both father and son were whaleship masters. Seth Jr. died April 18, 1829.

Stephen Folger (1748-?) appears in the Soldiers and Sailors of Massachusetts as a prisoner of the British who was exchanged and freed, list dated Providence, R.I. January 18, 1777. He was disowned by the Nantucket Friends in March 1779 for going to sea in an armed vessel. He married Judith Clark in 1783. The Ranger was fitted at Portsmouth, N.H. in the Summer of 1777 and reached France December 2, 1777. Buell placed Stephen on the Ranger in France in June 1778 as an apprentice boy and yet in that year the Nantucket Stephen was 30 years of age.

Henry Gardiner appears in Buell's roster of the Ranger (June 1778) as Henry Gardner. There was no Henry Gardner on Nantucket to fit the period. Henry was on the "Alfred" when it left Philadelphia February 17, 1776. He joined the "Providence" at Newport, R.I. when Jones took command May 10, 1776. He sailed from Portsmouth, N.H. on the Ranger November 1, 1777. He was second master gunner on the Ranger in her engagement with the Drake, April 24, 1778 and was wounded in the engagement. He was gunner and warrant officer on the Bon Homme Richard and was wounded in the engagement with the Serapis. He was first lieutenant on the L'Eclipse, a French privateer, fitted at St. Maloes, France in the Spring of 1780. He was with Commodore Jones at Portsmouth, N.H. November 19, 1781 at the celebration of the surrender of Cornwallis at Yorktown. He was with Jones in Portsmouth in 1782 fitting the ship America which was later presented to France as a gift from the United States. According to Buell, Jones wrote in his Journal "Mr. Gardner took entire charge of mounting of the battery—he also took supervision of the internal fittings of the magazine; besides attending to the racks for small arms. His services were invaluable and much of the good condition of the America when finished was due to his skill and diligence". Henry could not possibly have come from Nantucket. I have not been able to find him listed anywhere and he is not credited with naval service. He was a warrior in every sense of the word the like of which was totally foreign to old Nantucket of that period.

Latham Gardner (1760-1830) appears on Buell's roster of the Ranger at L'Orient, France, June 1778. He is not listed in "Soldiers and Sailors of Massachusetts in Revolutionary War", Latham was a prominent whalerman who married Priscilla Gardner on Nantucket in 1782. He died April 18, 1830.

Reuben Joy appears on Buell's roster of the Ranger, L'Orient, France June 1778. He is not listed in the "Soldiers and Sailors of Massachusetts in the Revolutionary War." The Nantucket Vital Records report a Reuben Joy (1736-1782), husband of Anna Way, married 1757.

John Pinkham was with William Roberts in an action under Lieutenant Cutting Lunt. Their vessel became detached from the Richard and was captured by the British. Thus according to Buell, Pinkham did not participate in the battle between the Serapis and Richard. There was but one John Pinkham on Nantucket who might qualify, borne 1738 son of Solomon and Eunice Gardner, husband of Susanna Coffin, married May 16, 1757. She died on a prison ship in January 1799 and John married Mary Bunker Coleman on November 2, 1799. Another John Pinkham, borne in 1761 was the son of Christopher and Ruth Folger of Nantucket who were married in 1755 and thence removed to Maine. John married Rebecca Gardner. There is no Revolutionary service record for a John Pinkham of Nantucket. According to Sherburne (Life and Character of John Paul Jones, 1825) Registrar of the United States Navy the John Pinkham on the Bon Homme Richard was an Irishman, not an American.

William Roberts is listed from Nantucket according to Buell's roster of the Ranger (June 1778) but according to Sherburne (1825) he was an Englishman, an armourer on the Bon Homme Richard. He is not recorded in the Vital Records of Nantucket. He joined the Richard at Brest, March 19, 1779 as a cooper yeoman and appears as a cooper on the roster of the Ariel (1780) under command of Jones. He was not on the Richard in the battle with the Serapis having been sent into port with a prize vessel captured near the Irish coast August 23, 1779. Another report placed him in a party with John Pinkham under Lieutenant Cutting Lunt in an action away from the Richard which led to their capture by the English. A William Roberts is listed in the Soldiers and Sailors of Massachusetts as a seaman on the "Alfred" which captured the "Mellish" and "Active". He is also recorded as a seaman on the "Providence" which captured the "Alexander" September 20, 1776. This William Roberts is not credited to any place in Massachusetts and he is not credited with any later American naval service.

Owen Starbuck appears in Buell's list of Nantucketers on the Ranger (June 1778). He is

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reported to have served on the "Alfred" and the "Providence" under Captain John Paul Jones. According to Buell he was quarter gunner on the Ranger when the Ranger captured the Drake April 23, 1778. Owen does not appear in the Vital Records of Nantucket or in the Massachusetts Soldiers and Sailors of the Revolutionary War. There is no record of him on Nantucket.

Matthew Starbuck appears on Buell's list of Nantucketers on the Ranger at L'Orient, France (June 1778). He is reported to have been wounded in the Rangers encounter with the Drake, April 23, 1778. He is not listed among the Soldiers and Sailors of the Revolutionary War from Massachusetts. Matthew Starbuck of Nantucket was borne in 1750, married Rose Barnard in 1772. Rose died June 1775 and Matthew married Lydia Barney in 1776 at New Garden, North Carolina. Matthew removed to North Carolina in 1795. Lydia died and Matthew married Anna Swain in 1806 and then a fourth marriage to Dinah Macy. Matthew died in New Garden in 1815, age 63 years. He was a whaler and identified with many whaling voyages.

Thomas Turner appeared in Buell's roster of the Ranger in June 1778 and is alleged to come from Nantucket. He joined the Bon Homme Richard at Brest, France August 2, 1779. According to Sherburne (1825) Turner was an Englishman, and a boatswain on the Bon Homme Richard in the official roster of August 12, 1779 at L'Orient. He is listed among the petty officers and seamen in the roster of July 26, 1779. He was killed in the action with the Serapis. There was no Thomas Turner in Nantucket to fit this man. He is not in the Nantucket Vital Records or in the Soldiers and Sailors of Massachusetts in the Revolutionary War. According to Charles Clark Coffin, Nantucket Town Clerk (letter, February 27, 1956) there is no record of the birth of Thomas Turner or Eunice Coffin or of their marriage in Nantucket. I have been unable to find any such records in the published Turner or Coffin genealogies. There are many Thomas Turners in the volumes on the Soldiers and Sailors of Massachusetts in the Revolution but none of them appear on the Bon Homme Richard or the Ranger from Nantucket. There are many Thomas Turners in the American Turner genealogies but none of the above description. The only Thomas Turner of Old Nantucket is recorded in his marriage to Phebe Fitch January 1767. This Nantucket Thomas Turner died shortly after this marriage and his widow Phebe married John Burns in November 1774.

July 6, 1956

Author's Research Presents Authentic List Of Islanders Who Served In The Revolution

The Nantucket Town Crier today presents a third and final article by Dr. Emil Guba, author of Nantucket Odyssey and other Island works, on Nantucketers who actually served in the American Revolution. Dr. Guba presented a documented article last week, declaring that of 19 names on a Nantucket DAR plaque of alleged seafighters in the Revolution, only one of those actually served. Dr. Guba said research showed that the alleged Revolutionary War service of the others was based on a book by Colonel Augustus C. Buell who wrote a two volume deceptive biography of John Paul Jones (1900) which has since been established as fictionalized history.

By Dr. Emil Guba

A few Nantucketers are credited with service in the Continental Army and the Massachusetts Line. There were no muster rolls or enlistments here as in every other town and county on the mainland. Circumstances would not permit them. Many men who were employed in Nantucket or on her whaling and trading vessels, left for their respective home towns to enlist. They are numerous and their service records appear in the "Soldiers and Sailors of Massachusetts in the Revolution", published by the Secretary of the Commonwealth.

The Quakers exercised every restraint against bearing arms and military service. Disownments for violation of their Christian principles were numerous. When the call came from Boston, the Minutemen from every corner of Massachusetts marched to Roxbury, but there were none from Nantucket. The geographical and maritime position of Nantucket was an important restraining factor. Such an undertaking would have invited disaster to the Islanders. Nantucket in her defenseless position could not offend either side. The Island was at the mercy of the British Navy and American privateers.

The economy of Nantucket also was tied to England and Europe. The strong movement for independence on the Mainland was lacking here. There was no reason or desire for war.

The Nantucketers were expert in seamanship and many of them served on privateers merchant ships and the Massachusetts and United States Navies in spite of religious principle and the penalty of excommunication from the Christian society. Nearly 50 members rebelled and gave their services to the cause of the American Colonies and because of this they were disowned. Many of them made the supreme sacrifice and perished in sea engagements on American privateers, while others were prisoners in the horrible confines of British prison ships. Many of them were released on exchange with British prisoners and most of them, deeply affected

by their inhumane imprisonment, promptly returned to the American side on privateers and vessels of the United States and state navies. Many of the Islanders also responded to the need for financial aid. About 80 of them loaned money. The adversity and suffering of the Islanders throughout the many years of the Revolution were circumstances which Nantucket alone endured among colonial settlements in America.

The author's Revolutionary Honor Roll for Nantucket has been compiled from original and official sources of information. Revolutionary Pension Rolls, Soldiers and Sailors of the Revolution, Commonwealth of Massachusetts, Records of the Nantucket Monthly Meeting of Friends and Nantucket Vital Records. Other statistics were collected from the National Genealogical Society Quarterly, National Society D. A. R. records, etc.. The roll includes only Nantucketers who are known to have contributed military service in one form or another. It does not include town clerks, selectmen, representatives to the Massachusetts General Court, tax collectors, individuals who loaned money to the Colonies and other in these categories who are recognized by the National Society Daughters of the American Revolution, as Revolutionary ancestors. If any names of servicemen have been omitted, the author would welcome them in order to make the list as complete and as accurate as possible. Corrections would also be most welcome and helpful.

Adlington, John— Resident of Boston, died in Nantucket April 10, 1853. Revolutionary pensioner. Navy, S32629. Midshipman, U.S. Frigate Providence, under command of Captain Whipple. Captured, on surrender of the frigate, at Charlestown, S. C.

Barnard, Reuben—Disowned in 1777 by the Society of Friends for going to sea in a prize vessel. Prisoner on British prison ship in New York, released April 25, 1777. Son of Benjamin and Judith (Folger). Died in Nantucket June 21, 1784.

Barnard, Shubel— Disowned in 1776 by the Society of Friends for taking up arms.

Boston, Peter—Seaman Massachusetts State Navy. Served on privateer "Aurora" under Captain David Porter. In roster dated Boston, June 16, 1781, age 22 years. Died in Nantucket, September 28, 1837. On Revolutionary War Pension Roll, March 10, 1834, age 72 years old. Husband of Rhoda Jolly. (W3650).

Briggs, Jonathan—On Revolutionary Pension Roll for Nantucket County (R.I.S38583). Pension began April 17, 1818. Son of Abner Briggs and Deborah Coffin, born in Nantucket, December 18, 1765. Married Sally (Coffin) Barrett, widow of Samuel Barrett Jr.

on January 11, 1794. There is no record of Jonathan's death. Enlisted from Norton, Massachusetts, marched to Rhode Island on alarm off April 18, 1775. Promoted to corporal, then sergeant. On muster rolls and pay accounts for Bristol County Mass. and Rhode Island.

Brown, Francis— Service on Massachusetts State Brig "Hazard" also on "General Putnam" (privateer) and seaman on ship "Protector" June 1778—August 1780.

Brown, James Jr.— Son of James and Mehitabel (Dawes). Killed on board a privateer in 1780 off South Carolina.

Bunker, Benjamin—Revolutionary Pensioner, Navy (Mass. S195-75). Enlisted as an armorer on Brigantine "Hazard" (privateer) under Captain John Foster Williams, July through September 1779. Captured by British and imprisoned on British prison ship "Jersey". Appears on a list of prisoners sent from New York to Portsmouth, New Hampshire, to be exchanged for British prisoners. Released and returned to Nantucket. Bunker was one of the rebellious spirits on Nantucket to oppose the neutralist policy of the Quaker authorities. He engaged in combat with British privateers guarding Nantucket Harbor. He captured a British privateer with its prize, near Great Point with a single four pound gun and took the vessel's prisoners to the mainland. He was called "General" from his likeness to General George Washington, he was also called Captain.

Bunker, David— Prisoner on British prison ship "Eagle" at New York, released April 25, 1777 on exchange.

Calder, Robert— Prisoner on British prison ship at New York and returned to Falmouth September 2, 1777 on petition of Paul Hussey. Mariner, United States Navy. On roster of U. S. Frigate "Alliance" October 3, 1778, under Captain Peter Landais. On Revolutionary War Pension Roll (S3-4146) May 13, 1818, age 69 years. Died in Nantucket March 17, 1826.

Cartwright, Jonathan—Disowned in 1780 by the Society of Friends for going to sea in an armed vessel.

Cartwright, William— Prisoner on British prison ship "Eagle" at New York, released April 25, 1777.

Chase, James— Marine on sloop "Defense", commanded by Captain James Nivens, Massachusetts State Navy. Service, two months, August and September of 1781.

Chase, Reuben— Midshipman, United States Navy. Revolutionary Pension Roll, March 5, 1819 (SF46885). Pension began March 13, 1818. Joined the "Bon Homme Richard" in France, March 19, 1779. Husband of Judith Gardner. Married in Nantucket in 1783. Reuben died in Nantucket in February 15, 1824. An honest man, a

Revolutionary Officer and pensioner. Brother of Captain Joseph Chase. Chase was of a powerful frame, over six feet tall. He formed the subject of Cooper's "Long Tom Coffin" in "The Pilot".

Chase, Thomas— Private, Captain Nathan Smith's sea-coast company. October to December 1775, January to November, 1776, on Martha's Vineyard.

Coffin, Daniel— Taken prisoner February 10, 1777. Impressed on British Packet "Lady Gage" which was captured by an American privateer. Taken to Boston and imprisoned in American guard ship "Rising Empire", Richard Whellen the commander. Released March 12, 1778 by order of Council of State of Massachusetts! Claim to a Revolutionary pension (Mass. R2099) was rejected. Daniel was a first cousin to Kezia Coffin Fanning. "The Rising Empire" was a brigantine belonging to the Massachusetts State Navy.

Coffin, David Jr.— Disowned by the Society of Friends for going to sea in 1780 in a prize vessel. Lost at sea June 6, 1783. Son of David and Ruth (Coleman). Husband of Elizabeth Swain.

Coffin, Ebenezer— Prisoner on British prison ship "Eagle" at New York, released April 25, 1777.

Coffin, Elias— Prisoner on British prison ship at New York, released August 12, 1777 on petition of Paul Hussey. Son of Elias and Love (Coffin). Husband of Abigail Coffin. Died at sea, August 28, 1780.

Coffin, Elihu— Disowned in 1778 for going to sea in an armed vessel. Husband of Jedidah (Hussey). Died June 30, 1825.

Coffin, Elijah— Husband of Abigail Folger; son of Hezekiah and Lydia (Folger). Died July 15, 1781 enroute home from a British prison ship.

Coffin, Hezekiah— Husband of Abigail Coleman and son of Zachaeus and Mary (Pinkham). One of the first men disguised as Indians who heaved tea overboard in Boston Harbor during the famous "Boston Tea Party". Died in Nantucket, August 1779.

Coffin, James Josiah— Seaman, U. S. Navy. Revolutionary Pension Roll March 10, 1834 (Mass. S29730 age 79 years. Died in Nantucket, September 25, 1838 at the age of 83 years.

Coffin, James— Seaman on Brigantine "Tyrannicide" in 1779, commanded by John Cathcart, engaged from May 26, to June 23, 1779. Husband of Jeanette Coffin. James died in Nantucket in 1820, age 86 years. The "Tyrannicide" carried 14 guns and 75 men. She was one of the first vessels built for the Massachusetts State Navy, commissioned May 18, 1776 at Salem, Mass. with John Fisk as commander. There was a James Coffin among a list of prisoners sent in the cartel "Silver Eel" from Halifax to Boston, October 8, 1779 to be exchanged.

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Coffin, Job— Disowned in 1780 for going to sea in an armed vessel. Husband of Mary Ray, son of Stephen and Mary (Bunker). Died November 19, 1832, age 77 years.

Coffin, John— Marine, Brig "Hazard" under Captain John F. Williams, July to September 1779. Seaman on the ship "Protector" under Captain John F. Williams, February to August 1780.

Coffin, Josiah 3d— Husband of Eunice Gardner. Died on board British prison ship "Jersey" at Newport, R. I. February 9, 1778, age 28 years.

Coffin, Nathan— Prisoner, on prison ship at New York, released August 12, 1777 on petition of Paul Hussey. Nathan was a ship's master or Captain.

Coffin, Nathaniel— Son of Elishai and Mary Gardner. Lost at sea in 1781. Revolutionary Pension Roll (Mass.S36989).

Coffin, Obed— A Mashpee Indian, a Revolutionary soldier throughout duration of war. Died in Nantucket August 8, 1838, age 80 years.

Coffin, Obediah— Disowned by the Society of Friends for going to sea in an armed vessel. Son of David and Ruth (Coleman). "Lost at sea in the service of his country."

Coffin, Peleg— Prizemaster, ship "General Putnam" under Captain Daniel Waters. Service from July to September inclusive, (1779).

Coffin, Robert Jr.— Disowned by the Society of Friends in 1781 for being with armed men. Husband of Lydia Coleman. Son of Robert and Jemima (Gardner). Died September 28, 1797.

Coffin, Timothy— Prisoner on British Prison ship at New York, released August 12, 1777. Timothy was a ship's captain.

Coffin, Uriah— (1751-1826) Prizemaster on ship "General Putnam" under Captain Daniel Waters, Commander. Died in Yarmouth, Cape Cod. Engaged from July 10 to September 7, 1779.

Coffin, Valentine— Disowned by the Society of Friends in 1779 for going to sea in a prize vessel. Prisoner on British prison ship at New York, released April 25, 1777. Lost at sea December 1782 returning from France. Son of Ebenezer and Mary (Cartwright).

Coleman, Christopher— Seaman, privateer Brigantine "Lucy" commanded by Captain Stephen Clay of Boston. Son of Ebenezer and Mary (Gardner). Lost at sea May 31, 1780, age 18 years. The "Lucy" carried twelve guns and twenty-five men. She was owned by Benjamin West and others of Salem.

Coleman, George— Disowned in 1780 by the Society of Friends for going to sea in prize vessel. Son of George and Eunice (Folger). Husband of Mary Ramsdell. Died in the West Indies in 1791.

Coleman, John Jr.— Mate on schooner "Hazard", Captain Benjamin Hammond in command, January to April 1777, Boston.

Coleman, Solomon— Disowned by the Society of Friends for going to sea in an armed vessel. Revolutionary Pension Roll (S34-254) or (S21144).

Coleman, William— Marine, Brig "Hazard" under Captain John Foster Williams, May to September 1779. Also seaman on ship "Protector" under Captain John Foster Williams, February to August 1780. Frigate "Protector" had 26 guns and belonged to the Massachusetts State Navy.

Elkins, Joseph Killed at sea on board the privateer "Patriot", age 38 years. Husband of Mary Hearn, son of John from England and Sarah Mayo.

Ellis, Simeon— Seaman on privateer "Lucy" under Captain Stephen Clay. Age 24 years. husband of Deborah Long. Died in Nantucket in 1791.

Fitch, James— Prisoner on prison ship at New York, released August 12, 1777. Husband of Judith Bunker.

Fitzgerald, Henry— Cooper, on privateer Brigantine "General Wayne", in list of officers and crew. June 17, 1780, age 24 years. Married Lydia Wyer November 9, 1780. Son of Henry Sr. and Deborah (Upham) of Nantucket. The "General Wayne" carried eight guns and 16 men, commanded by Richard Quatermass. The vessel was commissioned February 3, 1780. It was owned at Salem.

Folger, Asa— Disowned in 1780 by the Society of Friends for going to sea in an armed vessel. Son of Reuben and Dinah (Hussey). Seaman on privateer Brigantine Lucy, age 21 years. Shipwrecked east of Boston and lost at sea January 31, 1781.

Folger, Benjamin— Disowned in 1781 for going to sea in an armed vessel.

Folger, Job— Son of Benjamin and Judith (Barnard). Disowned in 1781 for going to sea on a privateer. Lost at sea in the sloop "Fame", October 16, 1805.

Folger, John— Disowned in 1780 by the Society of Friends for going to sea in an armed vessel. Died in the West Indies in 1780, age 34 years. Son of Abishai and Dinah (Starbuck).

Folger, Obadiah— Disowned in 1779 by the Society of Friends for going to sea in a prize vessel. On roster of Schooner Grampus, lost November 1780, age 18 years. The Grampus, commanded by Thomas Holmes, was commissioned May 27, 1780. She was captured by a British cruiser and taken to St. John, New Foundland after having captured four vessels which were taken as prizes to Salem.

Folger, Obed— Disowned in 1779 for going to sea in a prize vessel.

Folger, Reuben— Disowned in 1782 by the Society of Friends for being on an armed vessel.

Folger, Robert— Disowned in 1782 for going to sea with guns.

Folger, Simeon— Disowned in 1780 for going to sea in an armed vessel. Listed as a prisoner January 18, 1777. Died on an English prison ship at New York in 1782, age 34 years.

Folger, Thomas— Son of Seth and Phebe (Coleman) and husband of Jedidah Pinkham. Killed in 1780 while a prisoner on board a privateer.

Frost, Nathaniel— Seaman U.S. Navy. Prisoner on British prison ship "Eagle" at New York. Released on exchange April 25, 1777. Revolutionary Pension Roll, November 26, 1825, 76 years old, (S-32699). Husband of Hannah Dunham, married 1793 in Nantucket.

Gardner, Abel— Son of Abel and Priscilla (Coffin). Died on board prison ship at New York, December 26, 1777.

Gardner, Alexander— Disowned in 1782 by the Society of Friends for going to sea in an armed vessel. Prisoner on prison ship "Lord Sandwich", landed at Bristol, March 7, 1778.

Gardner, Barnabas— Son of Jonathan and Patience (Bunker). Died on board prison ship at New York, December 26, 1777.

Gardner, Christopher— Prisoner on British prison ship "Lord Sandwich". Sent from Newport, R. I. and landed at Bristol March 7, 1778.

Gardner, Charles— Died on board prison ship March 1778. Son of Bethuel and Catherine (Coffin).

Gardner, Ebenezer— Served on American Privateer "Saucy Hound". Captured a British prize off Bermuda. Captured by General Arnold, taken into New York and impressed in British naval service. The "Saucy Hound" sailed from "Bar" in 1781 manned by many Nantucketers.

Gardner, John— Died on board prison ship, March 1778. Son of George and Elizabeth (Chase).

Gardner, Josiah— Disowned in 1781 by the Society of Friends for going to sea with guns. Lost at sea in 1781. Survivor awarded Revolutionary Pension (S13126).

Gardner, Levi— Prisoner on British prison ship "Eagle" released April 25, 1777. Husband of Rachel Glover, married in 1781.

Gardner, Nathaniel— Disowned in 1780 by the Society of Friends for going to sea in an armed vessel.

Gardner, Reuben— Disowned in 1778 for going to sea in an armed vessel.

Gardner, Shubael— Disowned in 1781 by the Society of Friends for going to sea in an armed vessel.

Gardner, Thaddeus— Disowned in 1781 for going to sea in an armed vessel.

Gardner, Thomas— Seaman, Brigantine "Massachusetts" under Captain John Fiske, March to October, 1777. Roll dated Boston.

Gardner, Uriah— Prisoner on prison ship "Eagle" at New York. Released April 25, 1777 on order of Admiral Howe. Petition dated November 13, 1781, Boston, asking that Uriah Gardner be commissioned commander of Brigantine Union (privateer); advised in Massachusetts Council, November 20, 1781 that a commission be issued.

Gardner, Walter— Disowned in 1777 by the Society of Friends for going to sea in a prize vessel.

Garrett, Andrew— Major, Revolutionary Officer in Continental Army. Died in Nantucket January 10, 1835, age 80 years, 9 months.

Hiller, Thomas— Seaman, Massachusetts State Navy. Placed on Revolutionary Pension Roll March 10, 1834, age 73 years. (S-29894). Husband of Elizabeth Smith. Died in Nantucket, August 14, 1839. Shipmaster. The Nantucket records have a Thomas Hiller who served as a sergeant under General Washington in the Continental Army (1778-1783). Served on Long Island, crossed the Delaware and fought at Princeton and Trenton, N. J. His sword is in the Nantucket Historical Association Museum.

Jenkins, Thomas— In list of prisoners sent from Newport, R. I. in British prison ship "Lord Sandwich", landed at Bristol, March 7, 1778.

Hussey, Frances— Taken at sea and killed outright with another Nantucket man July 22, 1777. Son of Nathaniel and Judith (Coffin).

Hussey, Paul— Captain. Disowned in 1778 for going to sea in an armed vessel. Negotiated exchange of prisoners with the British at New York. Appointed Commissary of Prisoners by Massachusetts Council of State, August 16, 1777.

Hussey, Stephen Esq.— Judge of Superior Court of Common Pleas and also a Naval Officer. He belonged to a committee in Nantucket to raise men to go to Canada. None went and nothing is known about the committee or his naval office.

Jenkins, David— Disowned in 1779 for going to sea in a prize vessel. Lost at sea in 1780. Son of Peter and Abigail (Gardner), born on Nantucket March 24, 1754. Revolutionary Pensioner (S44459).

Jenkins, Benjamin— Seaman, Brigantine "Freedom", Joseph Hudson in command, December, 1776. Service one month, three days.

Macy, Tristram— Listed as seaman on privateer Schooner Grampus, November, 1780, age 43 years.

Manter, Gard— Prisoner of British at New York. Released August 12, 1777, on petition of Paul Hussey. Returned to Nantucket in Schooner Speedwell. Son of Joseph and Jerusha (Long). Born in Nantucket, October 28, 1756.

Marshall, Amos— Disowned in 1779 by the Society of Friends for holding office connected with the war. Conductor of Military Stores, service from July 20, 1780 to December 31, 1780.

Marshall, Joseph Jr.— Disowned in 1780 for going to sea in an armed vessel. Service of 3 months, beginning May 4, 1775. Born in Nantucket in 1755.

Marshall, Samuel— Seaman on privateer Brigantine Lucy under Captain Stephen Clay, May 31, 1780. Age 24 years.

Marshall, Thomas of Dartmouth, Mass.— Resident in Nantucket. Disowned by the Society of Friends July, 1775 for taking up arms. Marched April 21, 1775 in response to the alarm of April 19, 1775.

Mitchell, Christopher— Disowned in 1780 for going to sea in a prize vessel.

Morris, John— Seaman on privateer Brigantine Lucy, May 31, 1780, age 30 years. Taken prisoner by British in 1780. Prisoner on British prison ship. Husband of Sally (Coffin). Calif. wife of John Calif. Died in Nantucket 1848, age 86 years.

Myrick, Christopher— Prisoner on British prison ship at New York. Released on petition of Paul Hussey and returned to Nantucket on Schooner Speedwell August, 1777.

Pinkham, Matthew— Disowned in 1779 for going to sea in a prize vessel.

Pinkham, Nathaniel— Son of Nathaniel and Mary (Ramsdell). Taken by a privateer from Guernsey, south of England and killed on board, December 1778.

Pinkham, Obed— Disowned in 1779 for going to sea in an armed vessel.

Pinkham, Seth— Prisoner on prison ship at New York, released on petition of Paul Hussey, August 12, 1777. Mate on Frigate Boston under Captain Samuel Tucker. Volunteer ship Protector, under Captain John Foster Williams, November 1780-May 1781.

Plaisted, Ichabod— Son of the wife of Timothy Fitch. Appointed Naval Officer for Nantucket on October 22, 1776, by the Massachusetts House of Representatives. Died in Nantucket in 1782, age 50 years.

Ramsdell, Jonathan Jr.— Son of Johanthan Jr. and Priscilla (Coffin). Carpenter's mate on board sloop of war "Martin". Perished in snow storm December 25, 1778, in St. John's Newfoundland.

Ramsdell, William— Mate, privateer Brigantine "Lucy", Captain Stephen Clay in command, May 31, 1780. New England History and General Reg. 29, p145.

Russell, Jedidah— Son of Daniel and Content (Norton). Died on British prison ship at New York, February 20, 1780.

Russell, Simeon— Corporal in service in Rhode Island, 1777-1778.

Ray, Christopher— Disowned in 1779 for going to sea in an armed vessel.

Ray, Reuben— Disowned in 1780 for going to sea in a prize vessel.

Ray, Sylvanus— Disowned in 1779 for going to sea in an armed vessel.

Ray, Tristram— Disowned in 1782 for privateering.

Ray, William— Disowned in 1782 for being on an armed vessel.

Shadwell, (Shaldwell) Thomas— Husband of Hepzibeth Clark, married in Nantucket in 1775. Prisoner on prison ship at New York, released August 12, 1777, on petition of Paul Hussey. No death record.

Starbuck, Barnabus— Master of Sloop "Lively" of Nantucket, captured by American privateer "Hampden" on voyage from Bahamas to Nantucket and sent as a prize to Salem, Mass. Captured enroute by British and taken to Halifax. Died in Halifax prison December 11, 1781. Son of Sylvanus and Mary (Howes).

Starbuck, John— Son of Christopher and Mary (Barnard). Died July 4, 1781, age 19 years, 9 months. Prisoner of war in prison at Portsmouth, England.

Starbuck, Reuben— Disowned in 1781 for being with armed men.

Starbuck, Zaccheus— Husband of Sally (Wendall), son of Christopher and Mary (Barnard). Prisoner. Died in prison at Halifax, Nova Scotia, November 12, 1781.

Swain, Barzillai— Son of Francis and Mary (Paddock). Husband of Mary Hussey. Captured by the British Man-o-war "Milford" on voyage to the West Indies and taken to prison at Halifax. Released, then captured on an English ship in Bay of Fundy by the American Privateer "Blackbird" and taken to Boston and imprisoned. Released in December 1777 a physical wreck. Died in Boston, December 20, 1777, age 25 years. Seaman in list of prisoners sent in cartel "Swift" from Halifax to Boston, November 9, 1777.

Swain, David— (1761-1841) Revolutionary Pensioner, March 10, 1834, age 72 years. Son of David and Hannah (Swain), husband of Phebe Coleman (first wife) and Lydia Coleman (second wife).

Swain, James— Disowned in 1780 for going to sea in an armed vessel. Revolutionary Pensioner, U. S. Navy, March 10, 1834, age 75 years. Died in Nantucket, October 5, 1839. Husband of Rebecca (Baker) of Cape Cod. Son of Daniel and Rebecca (Orsborne).

Tracey, Henry— Prisoner on British prison ship at New York, released August 12, 1777 on petition of Paul Hussey. Husband of Elizabeth (Gardner), married 1773. Died in Nantucket in 1791. Came from Newfoundland.

Walcott, Benjamin— Revolutionary Pensioner, Nantucket County, April 20, 1818. Reported dropped from pension account May 1, 1820. In march from Boston to Bennington, Vermont and in numerous muster rolls and pay accounts. Commissioned captain on January 30, 1777. On command in Boston. Born in Boston August 14, 1754, married Elizabeth (Haves) of Boston. Elizabeth died in Nantucket June 19, 1831. Benjamin died in Nantucket June 28, 1829, age 75 years. Several children of Benjamin and Elizabeth were born on Nantucket.

Wilbur, John— Revolutionary Pensioner, Nantucket County, April 7, 1819, age 72 years. Credited with service in Rhode Island under General Spencer. (Pension roll, Acts of Congress, March, 1818, p206.) Another John Wilbur, age 78 years was listed on pension roll, 6th Census of 1840. Several children of John Wilbur were born in Nantucket.

Worth, Christopher— (1750-1782) Master Brigantine "General Gasden" (privateer). Worth was petitioned to command vessel, dated Boston, August 18, 1778. Commission granted by Council same date. Worth also appeared in a list of prisoners sent from New York to Portsmouth, N. H. in exchange for British prisoners. Son of Christopher and Dinah (Paddock). Lost on the "Bar" with Robert Barker in 1782.

Worth, Gideon— Son of Sylvanus and Rachel (Allen), husband of Phebe (Taber). Disowned by the Society of Friends in 1780 for going to sea in a prize vessel. Stranded in England before the war, joined a British vessel for Halifax, Nova Scotia, which was captured by an American privateer. "Prize", with Worth aboard, was captured by a British frigate on July 22, 1777. Francis Hussey was killed in the engagement. Gideon died on Nantucket, October 25, 1831.

Worth, William— Disowned by the Society of Friends for going to sea in a prize vessel.

Nantucket Town Crier

Friday, July 13, 1956

Additional Islanders Who Served In War Of Revolution Listed

Dr. Emil Guba, author and professor in charge of the Waltham Field Station of University of Massachusetts has found additional names of Nantucketers who served in the American Revolution. They are listed herewith.

In previous articles in the Town Crier, Dr. Guba found that only one of 19 persons listed on a Nantucket DAR Chapter plaque actually served in the Revolution. In his research, he listed those with actual service in the American Revolution of which the following are the additional ones not previously listed:

by Emil Frederick Guba

Barnard, John— Cabin boy, Brigantine Massachusetts, Captain Daniel Souther; Cooper Brigantine Hazard; Stewart, Brigantine Hazard, Total service, August 1776-September, 1779.

Barnard, Tristram— He bought the Brigantine Hannah in London with Captain Chaddock and manned her with American prisoners in England whose freedom they purchased. They sailed to European post and brought a cargo of needed supplies for the American Continental forces into Boston.

Breck, Andrew— Pilot, Brigantine Hazard. Captain John F. Williams, May- September, 1779.

Brock, John 2nd— Mate, Brigantine Hazard. Service, May-September, 1779.

Chase, Joseph— Commander, privateer Brig. Adventure, 12 guns, 20 men. Brother of Midshipman Reuben Chase.

Coffin, Alexander Jr. (1740-1839) He was in London at the dawn of the American Revolution. He left London on May 23, 1776 with important messages and intelligence for the Continental Congress. He successfully brought his vessel and cargo to the British West Indies but was captured enroute to the United States by a privateer and kept aboard as prisoner. He arrived in America in September 1776. Commissioned commander privateer Brigantine Alexander, March 29, 1780, armed

with six guns, eight swivels and 20 men. Also commander ship Hero with four gun's and 20 men. Coffin married Eunice Bunker. They emigrated to Hudson, N. Y. He was mayor and postmaster at Hudson and died there at the age of 98.

Coffin, Brown— Volunteer on Massachusetts State Brigantine Hazard carried 26 guns.

Coffin, Richard— On Frigate Protector I Massachusetts State Navy, service eleven months, 1780-81. Captain John F. Williams. The Protector carried 14 guns.

Folger, Henry— Seaman, Brigantine Hazard, 1777-78.

Folger, Sylvanus— Seaman, Brigantine Hazard, 1777-78.

Gardner, David— Seamen, Brigantine Hazard, 1777-78. Captain John F. Williams. Also other privateering service.

Gardner, Ebenezer— Served with other Nantucketers on Saucy Hound, American privateer which was captured by the British "General Arnold" and taken to Sandy Hook. Gardner and others on the "Saucy Hound" were impressed into British service. Gardner served on the British Sloop of War Rattlesnake which was engaged in convoying troops and supplies to General Cornwallis. Gardner was transferred to the British Frigate Marlborough serving as armourer for 28 months. The Marlborough was in Admiral Rodney's British fleet which engaged the French fleet under Admiral Count de Grasse in the West Indies in April 1782. The British victory sustained the supremacy of Great Britain in the West Indies. Other Nantucketers reported in the naval battle serving Great Britain were Daniel Coffin, sailing master on the Formidable, the flagship of Admiral Rodney's fleet, Thomas Hussey, Prince Coleman and Peleg Barker.

Gardner, Jonathan— Seaman Massachusetts State Brigantine Hazard 1777-78. Also other privateering service. The Hazard was first commanded by Captain Simeon Samson, later by Captain John F. Williams. In 1778 the Hazard captured the prize ship "Live Oak".

Swain, Obed— Seaman, Brigantine Hazard 1779. Captain John F. Williams.

July 27, 1956

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Mill Prison and Other Incidents.

Editor of The Inquirer and Mirror:

When a boy I would sometimes object at meal-time to some article of food, as children are prone to do, and grandmother would remark, in her quiet way, that her father never allowed any of his children to complain of the food at table. They could eat what was set before them or leave it, without murmur or comment. And then she would explain that he never got over nor forgot his experience in Mill Prison, how he suffered for food and how eagerly the starving prisoners ate anything they could get, regardless of quality or cleanliness.

I wasn't interested then—not enough to inquire, or I could have learned what I would now give considerable to find out. I knew in a general way—in fact, it was a family tradition—that my great-grandfather had been a Revolutionary prisoner, confined in Mill Prison, England, but how, when and where he was captured, how long he was there and whether he escaped or was released, and other details with which grandmother was doubtless familiar, I never inquired. Later, when she had "passed on" and I became interested in such matters there was no one left to ask.

Some years ago in the Boston Public Library I came across an account of Mill Prison and a partial list of Americans confined there during the Revolution, evidently copied from a diary kept by one of the prisoners, and among the items were the following:

"Brig Cabot's Prize taken October, 1776, crew committed June, 1777. David Covell of Martha's Vineyard escaped."

"Ship Minerva taken June 28, crew committed August 24, 1780. Josiah Calder of Nantucket remains."

The last-named was my great-grandfather and he was 20 years old at that time, but the meagre information in the above paragraph is all I have thus far been able to glean regarding his capture and imprisonment.

Possibly further research may develop more—I hope so. The "Minerva", by the way, must have got back into possession of her Nantucket owners, for later on she figures conspicuously among the Nantucket vessels involved in French Spoliation claims growing out of illegal seizures by French privateers, of which I have quite copious notes.

My paternal grandfather, Samuel Gardner, I find served on a privateer in the war of 1812, was wounded, captured by the British and imprisoned in Baltimore, but as in the case of my Revolutionary ancestor, and for the same reason, details are wholly lacking.

I have, however, unearthed a considerable amount of information in other cases. Pertaining to the 1812 war I have already some fifty pages of closely written notes and very much more Revolutionary material, all of which when written out, and put in shape for publication will make mighty interesting reading, as well as local history. But there is lots more to be dug out, and if every one who reads this and knows of any Nantucket ancestor, anecdote or inci-

dent associated with the periods referred to, will communicate with me, they may aid in preserving valued information that will otherwise be lost. The opportunities for so doing are slipping away with succeeding years.

Arthur H. Gardner.

Nantucket, March 20, 1919.

THE ONLY SURVIVOR OF THE DARTMOOR PRISONERS.—Many friends of Lewis P. Clover, Esq., the only surviving "Dartmoor Prisoner," met at his residence, in Warren street, Brooklyn, to celebrate his eighty-sixth birthday one evening last week. Mr. Clover, just before he was of age, ran away from home and enlisted as one of the crew of an American privateer. His ambition was early nipped in the bud by a British man-of-war, that took him and his companions prisoners, and finally landed them in Dartmoor Prison. On the terrible occasion when five thousand "Yankees," as they were termed, were fired upon from the walls of the prison, Mr. Clover was shot through and through the body, and, after unparalleled suffering, recovered. At the conclusion of the meeting, Mr. Clover said that the association of the Dartmoor Prisoners' Club had been gradually desolated by death until he was the last one of the many thousands who could, from personal experience, reveal the miseries and mysteries of that horrid abode.—*Nautical Gazette*, 12th ult.

The *Gazette* is mistaken in regard to Mr. Clover being the last survivor of the Dartmoor prisoners, as we have two more living in this town who were inmates of that detestable institution: Mr. Edward B. Hussey, and Mr. Calvin Lambert. We publish a list of the Nantucket men captured and imprisoned in Dartmoor during the war: Edward Allen, John Arthur, Robert Bennett, Job Bunker, Thomas Bunker, George Chase, Davis Cleaveland, Valentine Coffin, Daniel Dunham, Joseph Earl, William Easton, (died there of small pox), Benjamin Glover, George Harris, Moses Harris, Edward B. Hussey, (only one still living), David Long, Henry Luce, Daniel McKensie, David Osburn, John Silvia, James Staples, John Sutton, James Swain, Joseph Swain, David Swain, Obed Swain, John Waterman, William Waterman, John Wilbur. They were all discharged on the 9th of June, 1815.

Mr. Lambert was not a native of Nantucket, but settled here after the war and is still living here. *1824, 1876.*

THOMSON.—Mary Coffin Thomson died at the residence of her son-in-law, J. H. Burtiss, Brooklyn, Monday. Mrs. Thomson, formerly Mary Coffin, was born in Nantucket, Mass., May 13, 1822. She belonged to the ancient Coffin family, whose history is clearly interwoven with the early revolutionary events of our country. Grafton Gardner, her ancestor on her mother's side, carried the first American flag across to England. Her grandfather, namesake of Lord Grafton Gardner, was for three months a prisoner on one of the Jersey prison ships. In August, 1840, she married James B. Thomson. Prof. Thomson afterwards became the author of a large series of mathematics, and Thomson's mathematical and school books were used almost all over the country. Mrs. Thomson assisted her husband in his writings.

Heroes of the Revolution.

The Sons of Nantucket who Died in British Prison Ships, on Board British Privateers, etc., During the Revolution.

A correspondent in California sends us the following list of Nantucket's sons who lost their lives during the Revolution, which will prove an interesting piece of brief history:

Barzillai Swain, son of Francis, died in Boston on his return from a Halifax prison, in 1777.

Linza Wharton died in a prison ship in Rhode Island in 1778.

William Myrick, son of Isaac, died in a prison ship, in 1778.

John Gardner, son of John, died in a prison ship, in 1778.

Charles Gardner, son of Bethuel, died in a prison ship, in 1778.

Josiah Coffin, son of Josiah Coffin, Jr., Esq., died in a prison ship in Rhode Island, 1778.

Nathaniel Pinkham, son of Nathaniel, was taken by a privateer, and was killed in an engagement while a prisoner, December, 1778.

William Barnes, drowned while attempting to escape from a British man-of-war, 1778.

—Goodspeed was killed by a British Cruiser near the bar at Nantucket, May 5th, 1779.

Sylvanus Folger died in a prison ship in New York, Sept. 3d, 1780.

Thomas Folger, son of Seth, was killed in an engagement on board of a privateer while a prisoner, 1780.

Jedediah Russell, son of Daniel, died in a prison ship in New York, Sept. 3d, 1780.

Barzillai Luce, son of Barzillai, died in a prison ship in New York, August, 1782.

Elijah Coffin, returning home from a prison ship in New York, died in the harbor at Nantucket, July 15th, 1781.

Apr. 7, 1883
OUR REVOLUTIONARY HEROES.—We have received from our Waltham correspondent the following list of Nantucket men known to have served in armed colonial vessels during the Revolution. He is vigorously prosecuting the search, but the labor of looking over forty or fifty books of Muster Rolls can only be appreciated by those who have undertaken it. There are, in the office of the Secretary of State, about 300 volumes of manuscript, containing from four hundred to nine hundred pages, each; and the large portion of these must be carefully examined page by page.

Perhaps some of our readers can add to this list. If so, will they not do so before the record is irretrievably lost?

On board ship Thomas, of Salem, were James Dier and Thomas Mingo, both of Nantucket, in 1780.

On brigantine Gen. Wayne, Henry Gerald, of Nantucket, was cooper, in 1780.

On brigantine Lucy were the following Nantucket men: William Ramsdell, mate; John Morris, Samuel Marshall, Asa Folger, Simeon Ellis, James Rowen, C. Coleman, V. Rowlin, Reuben Yomans, seamen, in 1780.

On schooner Grampus were Tristram Macy and Obediah Folger, of Nantucket, in 1780.

Mar. 10, 1901

Jan. 29, 1875

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New Chapter Added to

By HERBERT J. STOECKEL
Standard-Times Special Writer

HARTFORD, Oct. 21—An entirely new chapter—still requiring, however, basic research to round out the colorful story—has seemingly been added, even at this late date, to the joint Revolutionary War annals of New

Bedford, Martha's Vineyard, Nantucket and adjoining Connecticut.

This is the first attempt to tell the story, and the present account, briefly compiled from suggestive facts buried in the State archives at Hartford, must suffice until the local history buffs of New Bedford and her two island neighbors start delving further to write finis to the unusual saga.

In capsule, in the early war years, when the American cause faced dark days until the victory at Saratoga in October 1777, Washington's fighting men were substantially sustained in the field by an unique three-way exchange of vitally needed supplies, with New Bedford, Martha's Vineyard, Nantucket and Connecticut the triangular participants in the transactions.

'Provision State'

The picture will become clearer when it is recalled that throughout the War of Independence Connecticut well earned the nickname of "the Provision State."

Aside from a few minor border raids, she was never really invaded. Thus the Nutmeg commonwealth was able to render unflagging service in victualing and otherwise vitalizing Washington's often direly-equipped forces.

Connecticut's energetic governor, Jonathan Trumbull—Washington's ever faithful "Brother Jonathan"—had assembled within the State stocks of foodstuffs, headed by beef, pork, flour and other staples.

Since the bulk of these commodities were destined for the army, they were under the eagle eye of the State's vigilant Council of Safety over which Trumbull regularly presided, either in

Hartford or in Lebanon, the governor's home town and the location of his famed "War Office."

However, up Bedford way (New Bedford being so denominated in those days) and on Martha's Vineyard and Nantucket were auxiliary supplies and goods which Trumbull and the Council felt they could use for the common good.

So, in their Yankee trading way, they swapped what they could spare for the supplementary supplies obtained from their fellow Bay State Yankees.

Here, the islanders were true to tradition, for bartering from pioneer times had been customary with the Vineyard and Nantucket people. Another angle was that, before the Revolution, Trumbull had been the recognized "provisions magnate" of Connecticut, enabling him to set up his efficient Statewide apparatus to support the war.

I. W. Stuart, the Hartford antiquarian who in 1859 wrote a pioneer life of Trumbull, says regarding the Governor's war-time role:

"As regards supplies—during the whole of the year 1777—notwithstanding—the removal of the main army under Washington from Connecticut and vicinity to a new region around Philadelphia, whence it might have been expected to have drawn its support—Trumbull seems to have been equally laborious as in the two preceding years.

Busy Man

"Embargoes and permits, for the purpose of securing provisions of various sorts, were quite as numerous this year as before, the latter even more so. He gave

them for the transportation of West India goods to the Army in New York, and of sugar, rum, tea and coffee to the Army in New Jersey.

He gave them for flax to be carried into Massachusetts and made into clothes for the American troops. He gave them for vessels to go out with produce to the West Indies and return loaded with salt and munitions of war. It was his policy to keep the State stocked with the various articles necessary for subsistence—and he succeeded—so that he was not only able to provide, to a great extent, for the American Army but also for some of the inhabitants of other States when they were in want as he did on several occasions for some in the State of New York and for the inhabitants also of Nantucket."

Stuart's reference to Nantucket will be noted.

Spicing the records of the interminable Council of Safety meetings are such typical quaint, pungent and revelatory 1777 items as these, with "Massachusetts Bay," "Dartmouth" and "the Massachusetts" all meaning what is now the New Bedford area of the Commonwealth:

July 28: Samuel Burrell

in the Massachusetts Bay" to

bring back a load of imported

flints, duck and rigging.

Aug. 18: Nathaniel Barnard

of Nantucket and Gideon Del-

ano of Dartmouth permitted to

exchange their cargoes of salt,

molasses and rum for Connecti-

cut produce to be transported to

Massachusetts.

Aug. 29: Ebenezer Griffin of

Connecticut allowed to transport

"to the Massachusetts Bay" 10

head of fat cattle, 10 firkins of

butter and 2,000 weight of cheese

to purchase salt and other West

India goods.

Aug. 30: David Luce and

Abisha Luce, both of Martha's

Vineyard, each permitted to

transport by water to the island

20 bushels of rye flour and 200

pounds of flax.

Sept. 4: Captain George

Chase of Martha's Vineyard per-

mitted to transport by water

"from this State to that island"

12 barrels of flour and 100

weight of cheese.

Sept. 11: Captain William

Punchard of Connecticut author-

ized to ship wheat and rye flour,

10 barrels of beef, rye and In-

dian corn, 400 weight of cheese

and 300 pounds of flax by his

boat "to the Massachusetts Bay

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India goods.

Aug. 30: David L

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use of the inhabitants of this State."

Sept. 23: Benjamin Walworth of Goshen, N. Y., permitted to transport from Hartford to Goshen 36 bushels of salt which he purchased at Martha's Vineyard.

Sept. 27: Andrew Craigg of Connecticut allowed to transport by land "to Bedford in the State of Massachusetts Bay" a ton of cheese and 500 pounds of butter to be exchanged for salt.

Dec. 4: Joshua Robinson of Connecticut allowed to transport "to the State of Massachusetts Bay one firkin of butter, 600 pounds of cheese, 1,000 pounds of pork and a ton of flour to be exchanged for iron and salt." Thomas Coffin of Martha's Vineyard permitted to sell or exchange 28 bushels salt, 14 pounds sugar, five barrels of iver oil, 14 gallons rum, 25 pounds of wool, six pair stockings, six pair mittens for 12 barrels of flour, four barrels of pork, one firkin of butter, 400

pounds cheese, hog's lard, tallow and 20 bushels Indian corn.

There are other similar items, describing in detail both small and sizeable shipments. Inferences to be drawn are that West India goods managed to find their way into the New Bedford area more easily than into blockaded Connecticut, also that salt was in heavy demand in Trumbull's realm.

Salt Stored

It appears that Connecticut maintained a salt depot at New Bedford, for at a Council meeting, Dec. 27, 1777, it was ordered that "200 bushels of the State's salt at Bedford" be transported by water to Connecticut and that there be "an account of what salt is on hand in Bedford belonging to the State."

The present writer has merely scratched the surface of what would undeniably prove an especially interesting, withal fascinating, research project and a worthy addition to the existing

materials on the War of Independence.

Finally, it should be mentioned that the Vineyard's resources suffered a severe blow when in September 1778, a huge British fleet descended on the island and seized without payment all the sheep, which alone numbered 10,000, swine, cattle and oxen that could be found.

There are said to be Massachusetts references to a brisk cattle trade between the Vineyard and New Bedford and Hartford, with Trumbull and the Council in high command, serving as the base for the big operation, so profitable, in fact, that Washington is said to have counted heavily on its continuance with the army ever in mind.

Whether the co-operative bartering between New Bedford, Martha's Vineyard, plus Nantucket, and Connecticut was affected by the action of the British fleet is still to be determined by whomever is willing to undertake the necessary subsequent research.

Oct. 22, 1961

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1812

14



1812

The Sea Engagement Off Nantucket 100 Years Ago Today.

By Arthur H. Gardner.

One hundred years ago tonight (October 10, 1814) in the autumnal darkness and gloom that enveloped Nantucket and brooded over the surrounding waters, there was fought off the south side of the island one of the most memorable and sanguinary naval engagements of the period and one which contributed much to the glory of American maritime prowess.

Scarce thirty years had elapsed since the long struggle for independence had culminated in the treaty of peace which christened the birth of our republic when differences arose between the two governments which resulted in the so-called "war of 1812." In this, as in the previous contest with the Mother Country, the privateers, manned and equipped by individual enterprise, proved valuable auxiliaries to the regular navy. Among the most successful of this class was the Prince de Neufchatel of New York, commanded by Captain J. Ordonaux, whose defeat and capture of a superior attacking force in Nantucket waters forms one of the most brilliant and thrilling incidents in naval warfare.

This vessel did not begin her career as a war craft until the spring of 1814, when she was fitted out as a privateer at Cherbourg, France. The Prince de Neufchatel was a splendid vessel of 310 tons, hermaphrodite rigged, carrying 17 guns, with blunderbusses, muskets and boarding pikes. Her full complement of men, including officers, marines and seamen was about 150. From early in March until the following September she wrought havoc among British shipping in the English channel and off the coast of Ireland, capturing and destroying many valuable vessels or sending them as prizes to French ports. Presumably she was returning to America when she fell in with and captured the English ship Douglass in mid-ocean September 6.

The Douglass, a 420-ton ship, was bound from Demarara to Liverpool with a valuable cargo of rum, sugar, molasses, cotton, coffee and mahogany, and it was particularly desirable to get so rich a prize safely into some home port. The privateer therefore undertook to convoy her to America, and arrived off Nantucket island the 10th of October. Presumably they got entangled among the shoals in this vicinity, which would account for their anchoring so near the south side of the island and procuring a pilot from here.

Accounts differ as to the exact date—whether the 10th or 11th—the majority designating the latter, but as they are mostly based upon statements from the ship's log, the difference is explained by the fact that the afternoon of October 10th would be the 11th sea account, the nautical date changing at noon instead of midnight.

The presence of these two large craft in such close proximity to the island undoubtedly excited great interest among the inhabitants, for their character was readily apparent and we may safely conjecture that the shore front as well as housetops, hill-tops and other points of vantage were thronged by spectators during the day.

In the early afternoon a large frigate was descried in the offing far away to the southwest, which proved to be an English man-of-war, the Endymion, Capt. Henry Hope, off Gay Head. The Endymion was one of the British squadron blockading the port of New York. She had been sent to Halifax for repairs and was then on her way back to her station when she sighted the Prince de Neufchatel and her prize off Nantucket, and squared away in pursuit.

The privateer and her prize lay becalmed, while the frigate was bearing down upon her with a fresh breeze. At 3 p. m. the breeze struck the privateer, and she took the Douglass in tow, the frigate being then about twelve miles off. At 7 p. m. the wind had died away, and the current setting towards the shore, the Prince, with her prize, anchored off Maddequeham about a quarter of a mile apart. At 8.30 the prize signalled that boats were coming from the frigate, and preparations were made to give them a warm reception. So many men had been taken from the privateer to man her prizes that her entire available force, at this time, was only 33 officers and men. The crew of the privateer had, besides repelling the attack, to watch 37 prisoners taken during previous encounters whom they were obliged to handcuff and put in the hold, and who throughout the fight continually cheered the enemy, and struggled desperately to escape.

Capt. Ordonaux, of the Prince, had captured many arms from his various prizes, and these he had brought on deck, loaded and placed in baskets behind the bulwarks, that no time should be wasted in reloading, while heavy shot were placed in the lockers to be dropped into the attacking boats and stave holes through them.

The sides were slushed fore and aft to prevent the enemy from climbing up, boarding nettings were set up above the bulwarks, and one 12-pounder was shotted with a bag of musket balls. This gun later did fearful execution, sinking one of the attacking boats containing 43 men, but two of whom were rescued.

Accounts differ materially regarding the details of the fight, but all agree that it was short, fierce and sanguinary, and all concur as to the result. The attacking force consisted of five barges containing 120 men including officers, in charge of First Lieutenant Hawkins.

At about nine o'clock p. m. the sound of oars was heard, and, it being so dark, that the position of the boats could not be distinguished, guns were fired hoping for a return fire, but the ruse was not successful. Soon after, the barges made the attack, one at each side, one on each bow and one at the stern. A portion of those at the bows succeeded in gaining the deck, but Capt. Ordonaux and two or three men fired one of the main deck guns, loaded with canister and bags of musket balls, into their midst, killing many and driving the rest overboard. At the close of the fight it was found that one barge was sunk

and only two men saved out of the forty-three that started in it, three boats drifted away with no living soul in them apparently, the fifth was captured with its officers and crew who survived. Total loss of the attacking party, 33 killed, 37 wounded, 30 prisoners, 11 missing. Of the crew of the Neufchatel but 8 remained fit for duty. 6 had been killed, and 15 severely wounded. Besides these Hilburn, the pilot, from Nantucket, after being several times wounded, was finally killed at the helm.

So weakened was the force on the Neufchatel, that they were obliged, after removing the arms and oars from the barge, to keep fifteen of the prisoners in it, astern, all night. To parole and land their prisoners in the morning was a difficult task. A sail was hung abaft the main hatches to conceal the quarter deck, and two boys were kept there, one drumming and one fifeing, and both tramping heavily on deck, to give the prisoners to think a strong force was there, while five or six men manned the launch. In this way sixty-seven prisoners were carried ashore on Nantucket and delivered to the United States Marshall. Capt. Ordonaux also landed many of his own wounded. Five or six prisoners were paroled and kept on the Neufchatel to assist in navigating her to Boston.

The Boston Daily Advertiser of October 15th, 1814, contained the following account of and statements incident to the engagement, and as much of it is compiled from the log of the privateer and interviews with survivors, it is presumably authentic and reliable if not so elaborate as might be desired:

"Port of Boston, Saturday, October 15th. Arrived, this morning, privateer brig Prince de Neufchatel, Ordonaux, of New York, of 311 tons, 14 guns, from a cruise, the particulars of which follow: Sailed from Cherbourg, 4th July. * * * Made in all 15 captures, many in British and Irish Channels; burnt and scuttled most of them. Among others, Sept. 6th, captured ship Douglass, of and for Liverpool, from Demarara, cargo rum, sugar, cotton and coffee, 420 tons, in latitude 41½, longitude 45 degrees. Kept company with the Douglass; made Nantucket 9th inst., in company. On the 11th (this we presume is taken from her log, which will explain the apparent discrepancy of dates, as the afternoon of October 10th would be the 11th, sea-account.) Nantucket bearing N. about a quarter mile distant, discovered a frigate off Gay Head, which gave chase and came up with a fresh breeze while we were becalmed. At 3 p. m., we took the breeze and took the Douglass in tow, the frigate then about 4 leagues from us. At sunset it died away calm. At 7 p. m., was obliged to come to anchor; and supposing the frigate would send her boats to attempt to capture us, prepared accordingly. At 8 p. m., signal was made from the prize that the boats were coming; soon after, discovered them, five in number, and in a few minutes, they

were alongside. The action commenced and continued for about twenty minutes, when the enemy were repulsed in every attempt to board, and obliged to surrender.

"When the launches and barges left the frigate, they had on board 104 souls, including officers. One launch having on board 48 men, was sunk and only 2 men saved; one which had 36 men on board at the commencement of the action, was taken possession of—she had 8 men killed, 20 wounded, and 8 unhurt; the other three drifted from alongside the brig, with the current, without a man to be seen in them (supposed they must have been killed or wounded.) We had not a boat to go after them, and had only 8 men left, not killed or wounded. (!)

"The barges and launches were from the Endymion frigate. Kept the launch with the prisoners alongside all night, not daring to let them come on board, as we had only 8 men left for duty. In the morning, permitted Mr. F. Ormond, 2d Lieut., 3 Midshipmen and 1 Master's Mate to come on board, and after they had signed a parole, pledging their honor for themselves and the rest of the prisoners (25 seamen and marines) that they would not serve against the U. S. during the war until regularly exchanged, sent them ashore at Nantucket, not knowing the situation of the place with the British. At the commencement of the action, the Prince de Neufchatel had 38 men at quarters (and had 37 prisoners on board) of which 6 were killed, 15 severely wounded, 6 slightly, and 8 unhurt. The next day sent 17 prisoners on shore and put them in the hands of the Marshal and also sent on shore all our severely wounded men.

"Left Holmes' Hole yesterday, and saw our prize ship Douglass off the East end of Nantucket, apparently ashore—saw the Endymion also at anchor in Tarpaulin Cove. She had sent a boat to Nantucket to inquire what had become of her barges and men.

"Saw nothing in the Bay.

"The Prince de Neufchatel has brought in 20 prisoners, and a full cargo of goods, consisting of 140 bales, 164 boxes and 156 trunks of dry goods, 23 casks and 174 boxes sweet oil, and a quantity of coffee, rum, and a variety of other articles too numerous to mention.

E. C. H. B.

"Sunday, Oct. 16th. The dead on board, nine in number, were brought ashore and buried.

"Tuesday, Oct. 18th. By a gentleman who left Nantucket on Friday afternoon, we learn that in the action between the Prince de Neufchatel and the barges of the Endymion frigate, the British lost, as near as could be ascertained, 33 killed, 37 wounded, and 30 prisoners; that the 1st lieutenant of the Endymion frigate and one master's mate were killed; that the 3d lieut., two master's mates and one midshipman were wounded; and that Capt. Hope stated that he had lost as

many men as if he had been engaged with a frigate of equal force to his own. The gentleman also states that the Douglass was run ashore on the East end of Nantucket, the prize-master having received the incorrect information that a number of barges were coming to take her; that her cargo consisted of 421 hhds., 2 tierces and 1 bbl. Sugar, 190 puncheons Rum, 6 hhds. Molasses, 254 bales Cotton, 412 bags Coffee, 3 bags Ginger, and 28 logs of Mahogany; and that about one half of the cargo has been landed and stored."

McClay's History of American Privateers devotes a number of pages to a graphic account of this battle, of which it says:

"It was a desperate and bloody struggle in which men fought like wild beasts and grappled with each other in deadly embrace. Knives, pistols, cutlasses, marlinspikes, belaying pins—anything that would deal effective blows—were in requisition, while even bare fists came into play. Captain Ordroneaux himself fired some eighty shots at the enemy. Springing up the sides of the vessel, the British would endeavor to gain her deck, but every attempt was met with deadly blows by the sturdy defenders of the craft. A few of the British succeeded in gaining the decks and took the Americans in the rear, but the latter promptly turned on the enemy and dispatched them.

It was well understood by the crew of the privateer that Capt. Ordroneaux had avowed his determination of never being taken alive by the British, and that he would blow up his ship with all hands before striking his colors. At one period of the fight when the British had gained the deck and were gradually driving the Americans back, Ordroneaux seized a lighted match, ran to the companion way, directly over the magazine and called out to his men that he would blow the ship up if they retreated further. The threat had the desired effect. The Americans rallied for a final effort, overpowered the enemy and drove the few survivors into their boats."

On his arrival in Boston October 15th, Capt. Ordroneaux retired from the command of the *Prince de Neufchatel*, of which he became part owner. His first officer in the fight off Nantucket succeeded to the command, after promising never to surrender the craft. Her subsequent history as an American privateer is briefly told. After refitting at Boston, she evaded the vigilance of the blockading fleet off that port and got to sea December 21st. On the fifth day out she encountered a terrific storm which lasted several days and seriously crippled her. In her disabled condition she was sighted and captured by Sir George Collier's squadron, in search for the *Constitution*, which had eluded them off Boston.

While the engagement lasted only about half an hour the noise of the firing was plainly audible and the flashes of the guns visible to the people of the town. The first-lieutenant of the *Endymion*, who commanded the expedition, was among the slain with several subordinate officers. The frigate having lost fully one-third of her fighting force in this disastrous affair, stood westward, and went into Tarpaulin Cove, where she remained several days.

The *Endymion* was a forty-gun frigate, with a broadside of twenty-fours, and, notwithstanding her severe losses, had quite men enough left to work her batteries. Three months later, January 15th, 1815, she sustained a desperate fight with the frigate *President*, Com. Decatur off Sandy Hook. She got the worst of it, the *President* being a heavier ship, and probably, would have been obliged to strike her flag, but for the arrival of her consort, when the *President* was captured and both ships sent to Bermuda. Before reaching that port, both were dismasted in a gale, and the *Endymion* came near foundering, being obliged to throw overboard all her upper-deck guns.

Charles J. Hilburn, the pilot from Nantucket, who was killed on board the *Prince de Neufchatel*, was about 36 years of age and left a widow and several children. That more Nantucket men were not engaged in the affair was due to failure of negotiations involving a few dollars. The late William H. Macy, in an interesting account of the fight published in *The Inquirer and Mirror*, January 4, 1873, says:

"An old ship-master, who is still hale and vigorous, with his recollection clear, tells us that he, with other young men, went on board the *Neufchatel* to carry a pilot, but found she already had one on board (Mr. Hilburn, as before mentioned, whom she had taken out of some vessel.) He says that he and others tried to make a bargain to go to Boston in the privateer, but asked twenty-five dollars for their services, while the captain offered only fifteen. He was informed that the *Neufchatel* had then only 42 men belonging to her, on board, while there were 40 prisoners to be taken care of. These prisoners were at large, but when the British boats were discovered coming to attack, they were all confined. At the request of the Captain, the boat in which our informant left the privateer, hooked on ahead of the *Douglass*, and towed her for some time, but afterwards let go and came ashore, shortly before the fight began, and while the British boats were approaching."

The Captain of the *Neufchatel* is described as a very short man; in fact, dwarfish and uncouth in his appearance. He was a Frenchman. The first-lieutenant was a Swede, and there were several languages employed among her motley crew. But of whatever nationality they may have been, it is evident that there was plenty of fight in them, and the master-spirit who commanded them must have been a man of indomitable nerve and pluck.

The wounded are said to have been landed at Sesachacha, then a village of thirty or forty houses, where some of the more severely injured died, while those who were able to bear it were brought to town. A correspondent of *The Inquirer and Mirror* forty years ago and more, giving his recollections of the affair, says:

"I was 16 years old at that time. The next morning the privateer was still at anchor with a barge astern, and the stripes and stars flying. In the course of the day the wounded men were landed and brought to town. I saw five or six in one cart, not able to stand up, but were seated on the

floor of the ambulance. I looked in and saw the blood of these poor fellows oozing from their wounds. They were carried to Dixon's by direction of the Collector of Customs, Daniel Coffin. I suppose the Collector to have been the Marshal spoken of in *The Mirror*."

As before stated, the *Douglass* got under way after the fight and stood to the eastward, but was eventually run ashore at the east end of the island and wrecked. Regarding her the same correspondent continues:

"Now for the *Douglass*, ashore on the island. I was on board of her the next day. She was beached about half way between the village of Sesachacha, and the pond of that name. How she got so near the shore loaded I don't know. The spare spars reached the dry beach from the ship's gangway. The ship was upright, with plenty of men discharging cargo, which the first day was landed dry. An easterly wind set in when about half the cargo was out, and the ship heeled off. This put an end to landing cargo. The most of the inhabitants helped themselves to sugar and other cargo laying on the shore, under the motto that it was all privateering."

The foregoing account, compiled at request of *The Inquirer and Mirror* upon rather brief notice, has been prepared under conditions which found the writer handicapped not only for time, but by the pressure of otherwise engrossing duties, which is his apology for resorting to somewhat copious excerpts from the writings of others, as well as for any defects and shortcomings in his own. Though agitating the subject through *The Inquirer and Mirror* some weeks ago, it was his desire and, until a day or two since, his expectation that some pen other than his would chronicle for this anniversary number of the *Inquirer and Mirror* the story of the only instance in the history of our peaceful island when war, in all its grim reality and horror, was brought to its very shores one hundred years ago.

Arthur H. Gardner.

A Correction.

Editor of *The Inquirer and Mirror*:

I desire to correct one statement in my recent communication relative to the sea fight off the south side, viz: The Sir Sidney Smith and the *Queen* were not captured by the *Prince de Neufchatel*, as stated—in fact they were wrecked here nearly two years before, the former Dec. 21, 1812, and the latter Jan. 4, 1813. Both were prizes to the American privateer General Armstrong, John Barnard master.

As I stated, I was writing from Quidnet and largely from memory, but in this instance was misled by a newspaper clipping from *The Inquirer and Mirror* of Jan. 9, 1875, which, commenting editorially on the affair, stated that "the *Douglass*, *Queen* and Sir Sidney Smith were all prizes of the *Neufchatel*." I have since had access to my memoranda in town, which shows conclusively that statement to have been erroneous.

The "Sea Wolf" in the Fight Off Nantucket During 1812 War.

In a recent issue of the Boston Post there was an interesting article on the achievements of Capt. John Ordroneaux, a French Jew, who became one of the most famous of the United States privateer captains during the war of 1812. Unfortunately, there were a number of historical blunders which concealed the connection which Nantucket had with this privateersman.

Captain Ordroneaux was the commander of the famous schooner *Prince de Neufchatel*, which took part in the fierce sea-fight off Nantucket in 1814. This battle was mentioned in the article but its significance was lost due to a number of historical errors.

To keep the record straight, so far as Capt. Ordroneaux and Nantucket are concerned, the magazine "The Jewish Veteran," which originally published the article, should have checked up on its source material, which appears to be that contained in Coggeshall's and McClay's accounts of the action and probably some maritime history of New York city.

To begin with, the British frigate *Belvedere* was not anchored "off Nantucket," lying in wait for Capt. Ordroneaux in the privateer *Marengo*, which was then anchored in New London harbor. In the first place, it is obvious to all who know these waters that such a thing was impossible; and secondly, the *Belvedere*, was one of the British squadron blockading New York city principally.

The second error is even more of a blunder. The article states that Captain Ordroneaux fought his greatest battle "off Gay Head" October 11, 1814. The truth is, of course, that the *Prince de Neufchatel* engaged in a deadly combat with five barges from the *Endymion* within a few yards of the shore off Maddequecham, on the south side of Nantucket. The article's statement that the British barges "blockaded the port" is too ridiculous to comment upon.

Captain Ordroneaux earned the title of the "sea wolf" among the privateersmen of his day. His famous sea-fight with the British barges off Nantucket on that October night in 1814 forms an exciting climax for E. A. Stackpole's latest book *Privateer Ahoy!* During the battle, 38 privateersmen defeated 110 British navy-men who attacked the *Prince de Neufchatel* in five barges simultaneously.

My article has already brought interesting correspondence, and from my memoranda I am able to answer some of my own queries. I am hoping, however, that everyone who can contribute a single scrap of information will do so, to the end that you may be able to present your readers on the centennial anniversary next October, a complete, accurate, and creditable account of this memorable battle.

Arthur H. Gardner.

July 4, 1914

For the Inquirer and Mirror.
Carrying out One's Principles.

Messrs. Editors:—During the war with Great Britain of 1812, the sloop Yankee, in command of Daniel B. Hussey, left this port for New York, Capt. Peter Paddock acting as mate. Between Gay Head and Beaver Tail lights, the Yankee was captured by a British cruiser, and a prize crew was put on board and ordered to Halifax. Soon after the war vessel was out of sight, Capt. Hussey, a powerful and violent man, without any preconcerted plan with Capt. Paddock, and with a handsnipe in hand, commenced operations for retaking his vessel. He knocked one fellow down, and the prize master, perceiving this, approached Capt. Paddock with his pistol cocked, and drew trigger. It missed fire. Capt. Paddock, a man of great strength, seized the officer, threw him over the quarter, and there held him, while Capt. Hussey was using his handsnipe very efficiently, levelling all he could get at. While Capt. Paddock was holding the prize master over the quarter, a minor officer snatched a pistol on him three times, which never before had missed fire. The prize master begged for his life, and told Capt. P. if he would take him inboard, he would surrender. Capt. P. took him in. As soon as he gained the deck, he seized a loaded shot gun and pointed it at captain P., who, as quick as a flash, with his left hand struck the gun from the officer's grasp with such force, that falling across the gunwale, it broke in two, the stock going overboard and the barrel rolling in on the deck. Then Capt. Paddock clinched the deceptive officer, threw him on to the deck, got his knife from his pocket, cut off a piece of the sounding line (he could reach no other rope) and tied his hands solid behind him, and put him down into the fore-castle; and soon after they were again masters of the situation. They arrived safely into Newport, and were congratulated by a great crowd of persons, who pressed on board of the Yankee to welcome the Nantucket heroes. Among others was William Hadwen, then a resident of Newport. Soon after Captain Paddock's arrival at his island home, the then land of Quakerism or Christianity, which are synonymous, he being a worthy member of the Society of Friends, he met on the street Capt. John Cartwright, who said to him, "Peter, why did you not let that fellow you held so long over the quarter, drop?" Capt. Paddock modestly replied, "We had lost our boats, and I was afraid he would have drowned." "No, he would not have drowned," said Capt. Cartwright, "he would have swam well."

Capt. Paddock was a courageous and fearless man, and dared to do his whole duty, regardless of consequences. When master of the Lady Adams, his crew said the mate, Mr. Maxey, when killing a whale, preferred long darts, but Capt. Paddock chose to take them at close quarters. He for many years commanded ships in the whaling service successfully. His religious belief led him to consider it to be wrong to take the life of a fellow-being, under any circumstances, not even to save his own, and in this instance his principles were put to a severe test and they were carried out to the letter. He lived to a great age—rising 89 years.

In 1815 he was master of the ship Lady Adams, at which time I became acquainted with him. I called to see him the last year he lived and he showed me the scar on his left hand, made by the great force with which he struck the gun from the British officer's grasp. He spoke of his voyage in the Lady Adams; and I told him that one of his owners' sons, James, paraphrased one of the patriotic 1812 war-songs, after his battle in the Yankee. The song commenced, "Our Decatur, our Hull, our Jones on the sea." But James said it should be thus, I repeated to him:

"Our Decatur, our Hull, our Paddock on the sea,
Have proved to old Neptune, that favorites they be,
May the laurels which cluster on Liberty's brow,
For a thousand years hence be as blooming as now."

The venerable old captain, after laughing heartily, said, "Well, well, that I never heard before."

W. R. E.

April 13 1878

For the Inquirer and Mirror.

Messrs. Editors:—On reading the interesting article of "F. C. S." in your issue of week before last, I discovered what I considered to be an error, which was, that "the Ocean, Capt. A. Coffin," which I took to mean the brig Ocean, (we never having had a ship by that name previous to the war of 1812) was the first Nantucket vessel that was taken in the war, that year. As I remember, the schooner Mount Hope, Capt. David Cottle, was the first vessel taken. The Mount Hope sailed for the southern ground whaling, in the spring of 1812, and was taken in one of the following summer months, by the second class British frigate Belvidere, sometimes called the "Little Belt." I think Capt. Cottle and his crew were on board of the Belvidere, when she was chased and nearly come up with by the President, Com. Rogers. Com. Rogers kept his bow guns in full play, with the design of crippling the Belvidere, and some thought, but for that, he would have overhauled her, as the constant firing impeded the speed of the President, which was considered to be our fastest frigate. The Mount Hope was owned by Zaccheus Hussey & Sons, and had when taken, sixty barrels of sperm oil. She was destroyed, by being set on fire. Of the crew, of some thirteen or fourteen persons, I remember only the captain and George Higgins. Higgins married a daughter of George Hendricks, just previous to his sailing. I, then a boy of nine years of age, was sent to bring him, bed and chest to the schooner. When we got to the vessel and his things on board, he called me to help him take off the main hatch. When I took hold of the ring of the heavy hatch, he on one side, and I on the other, he hauled so hard towards himself that he tipped me off my balance, and holding on to the hatch, that and I went down into the hold together, on to sawed pine wood, which had been thrown down promiscuously over the ground tier.

W. R. E.

The "Maddequecham Fight."

We lately came across a work, written by George Coggeshall, on the "History of American Privateers," &c., in which the remarkable engagement to which our friend Macy is pleased to give the above name is written of at large, and we condense the following account, trusting it will interest our readers.

The Prince of Neufchatel was a splendid vessel of 310 tons, hermaphrodite rigged, carrying 17 guns, with blunderbusses, muskets, and boarding pikes. Her full complement of men, including officers, marines and seamen was about 150. At noon on the 11th of October, 1814, while off Nantucket, the island bearing north about half a mile, the Endymion was discovered. The privateer was becalmed, while the frigate was bearing down upon her with a fresh breeze. At 3 P. M. the breeze struck the privateer, and she took her prize (the ship Douglass) in tow, the frigate being then about twelve miles off.

At 7 P. M. the wind had died away, and the Prince, with her prize, anchored about a quarter of a mile apart, the current setting towards the shore. At 8.30 the prize signalled that boats were coming from the frigate, and preparations were made to give them a warm reception. So many men had been taken from the privateer to man her prizes that her entire available force, at this time, was only 33 officers and men, while the attacking barges were five in number, and held 111 assailants. The crew of the privateer had, besides repelling the attack, to watch 37 prisoners whom they were obliged to handcuff and put in the hold, and who throughout the fight continually cheered the enemy, and struggled desperately to escape. Capt. Ordranax (of the Prince) had captured many arms

from his various prizes, and these he had brought on deck, loaded and placed in baskets behind the bulwarks, that no time should be wasted in reloading, while heavy shot were placed in the lockers to be dropped into the attacking boats and stove holes through them.

At about nine o'clock P. M. the sound of oars was heard, and, it being so dark, that the position of the boats could not be distinguished, guns were fired hoping for a return fire, but the ruse was not successful. Soon after, the barges made the attack, one at each side, one on each bow and one at the stern. In twenty minutes many of the attacking party cried for quarter. A portion of those at the bows succeeded in gaining the deck, but Capt. Ordranax and two or three men fired one of the main deck guns, loaded with canister and bags of musket balls, into their midst, killing many and driving the rest overboard. At the close of the fight it was found that one barge was sunk and only two men saved out of the forty-three that started in it, three boats drifted away with no living soul in them apparently, the fifth was captured with its officers and crew who survived. Total loss of the attacking party, 33 killed, 37 wounded, 30 prisoners, 11 missing. Of the crew of the Neufchatel but 8 remained fit for duty. 6 had been killed, and 15 severely wounded. Besides these Hilburn, the pilot, from Nantucket, after being several times wounded, was finally killed at the helm.

So weakened was the force on the Neufchatel, that they were obliged after removing the arms and oars from the barge, to keep fifteen of the prisoners in it, astern, all night. To parole and land their prisoners in the morning was a difficult task. A sail was hung abaft the main hatches to conceal the quarter deck, and two boys were kept there, one drumming and one fifing, and both tramping heavily on deck, to give the prisoners to think a strong force was there, while five or six men manned the launch. In this way sixty-seven prisoners were carried ashore on Nantucket and delivered to the United States Marshall. Capt. Ordranax also landed many of his own wounded. Five or six prisoners were paroled and kept on the Neufchatel to assist in navigating her to Boston.

One of the relics of the sea-fight recorded above—an old chair which came ashore from the Queen—was sold at auction on Wednesday last by A. M. Myrick, and purchased by Mr. Joseph B. Macy for the Athenaeum. The Douglass, Queen and Sir Sydney Smith were all prizes of the Neufchatel, privateer, and all three brought up on our shores or the shoals around our island.

CORRECTION.—In our last, we were in error in stating that the three ships, the Douglass, Queen, and Sir Sydney Smith, were all prizes of the privateer Neufchatel. We have since been informed, by Capt. Alexander Macy, who distinctly remembers the whole circumstance, that the Queen and Sir Sydney Smith were the prizes of the privateer Gen. Armstrong, which vessel was commanded by Capt. John Barnard, a Nantucket man.

For the Inquirer and Mirror.

Messrs. Editors: I discover by your last issue that "J. F. B." comes forth with an air of great self-complacency, and says he, "while looking over the records," really found the Philosopher's stone, and with this key he has opened the whole mystery as to who composed the town's Committee, appointed in 1814, to wait on Commodore Hotham, at Gardner's Bay. He gives great prominence to the word coincidence, and numbers it 2, and italicizes a word used by me in the positive degree, in my assertion that Sylvanus Macy was one of the Committee. He alludes to what "F. C. S." said of William Rotch, and then says, "turning to the book before me, I find that the memory of both writers is at fault." He then transcribes a vote of the town, passed on the 23d of August, 1814, to choose a Committee of four, to inform Capt. Newton, of the Nimrod, of the proceedings of the meeting, and to wait on Commodore Hotham, at Gardner's Bay. He also says, while looking over the record, "At this point I was interrupted by the arrival of your paper, and stopped a few moments to learn the latest." Here he blundered; he should have used a little more diligence and searched for the earliest, instead; for as I believe, the town meeting that authorized the Selectmen to treat with the British Commander at Gardner's Bay, and ask for permission to import provisions, wood, and other necessities to the island, was held all of a month previous to that of August, 23d, and this last-named meeting was convened at the especial request of Commodore Hotham, to see if the town would accept of the stipulations prescribed by Admiral Cochrane, and communicated by him. Why, the common sense of "J. F. B." should have taught him that negotiations had been going on, else why the communication from Commodore Hotham? Why was the Nimrod at the bar? When the Nimrod came to the bar the Committee, or more properly commissioners, Sylvanus Macy and Isaac Coffin, who were appointed by the Selectmen, as authorized by the town, had had this business in hand for at least a month. They left here in July, in the sloop Hawk, Capt. David Starbuck, and Messrs. Aaron Mitchell and Albert Gardner left in the Experiment at the same time, on their own hook, so far as I know. On their arrival at Gardner's Bay, they ascertained that Admiral Cochrane had gone to Bermuda, and the commissioners continued their voyage there. On arriving at Bermuda, they found the Admiral had left for the southern coast of America, and they finally found him in or near the Chesapeake, or Delaware; and the final result of their negotiations, through many difficulties and much perplexity, was the bringing of the much-needed supplies to the island at that time. The Committee of four, as I have said, was for a special purpose. They left for Gardner's Bay immediately after their appointment, in, I believe, the Experiment, in company with the Nimrod, and returned in two or three days, having rendered valuable service to the town; and then their mission ended. Now, all that "J. F. B." has said touches nothing that "F. C. S." or "W. R. E." wrote, their memories are as bright and retentive as they were before his article was penned. He betrays precipitancy; he thought he saw game, and attempted to "kill two birds with one stone." But, in his hurry, his overloaded blunderbus went off at half-cock, which jarred him a little back, and in the language of President Lincoln "Nobody is hurt." "Wherefore let him that thinketh he standeth, take heed lest he fall." I make no boast, but will state a fact: If a record has ever been made of this whole transaction now in question, and when brought to light, my memory, in this case, is not essentially sustained by it, it will be the first time in a number of instances where it has been doubted.

W. R. E.

Dec. 1, 1877

Jan. 9, 1875

Jan. 16, 1875

For the Inquirer and Mirror.

Messrs. Editors:—Capt. Frederick Lahrbush, late of the British army, died in New York city on Tuesday last, 111 years of age on the ninth of last month, and a wonderfully preserved man he was! In appearance, size, height, figure, &c., he was precisely the figure of our late James Josiah Coffin, who died in 1838, 83 years of age, and what is remarkable, he, too, was the grandson of a British officer, as he, Coffin, was born in Colonial times, when we were all English at Nantucket. In the war of 1812, Lahrbush was detailed to garrison the Cape of Good Hope with 500 troops, and he sailed with them from London, in December of that year. On his passage out they took our first vessel captured in the war, which was the "Ocean," Capt. Absalom Coffin, which vessel was taken to the Cape of Good Hope and condemned.

He interested himself in behalf of Capt. Coffin and his crew, procured their release and sent them home to Nantucket! Previous to sailing from the Cape, Capt. Coffin sent him a letter of thanks for his kindness, saying should he ever come to Nantucket, his native place, they would show him substantially how much they appreciated his interest in their behalf. I have this correspondence dated January, 1813.

A few years since I corresponded and told him the whole history of Capt. Coffin, Zeman Coffin, his mate, and Valentine Coffin, his 2d mate, from the peace of 1815 to the death of each, which was remarkable for sad results; when the old man said to me, "I am sorry I ever took them, for I soon went to guard Napoleon at St. Helena, and lost all my claim for the prize-money." I have often conversed with him. He was a genial, pleasant talker. He told me he was at Tilsit, January, 1807, when Napoleon received the King of Prussia and the Emperor Alexander upon a raft in the river Niemen, soon after the battle of Jena, October, 1806. You will perceive by this that he really is a historic character.

His wife and daughter went down in a packet ship off Fire Island, on their way to make a home in New York, and with them, nearly all his property.

Lahrbush's father was a French Huguenot, and driven out of France, he went to Prussia, where Frederick the Great entertained a very high respect for him, and appointed him Minister to the English Court at London, and he was married there to an English lady, and the captain was born March 9th, 1766, three years before Napoleon entered his wonderful career, and fifty-six since its completion at St. Helena. F. C. S.

Apr. 7, 1877

For the Inquirer and Mirror.
Coincidence No. 2.

Messrs. Editors:—Recently, while looking over the records, I found that on the 23d day of August, 1814, a meeting of the inhabitants of Nantucket was called, to consider a communication received from Commodore Hotham, and to appoint a committee to wait on him in Gardner's Bay, or elsewhere, agreeable to his request. Jethro Mitchell, Jr., was chosen moderator, and it was voted "to adjourn out of doors round and above the Town's cistern, as the people can not be accommodated in the Town House." At this point I was interrupted by the arrival of your paper, and stopped a few moments to learn the latest. Almost the first thing my eyes rested upon was the article of "W. R. E.," in which he says, Sylvanus Macy was one of the committee, and thinks Isaac Coffin was the other; and does not agree with "F. C. S.," that William Rotch was one. Turning to the book before me, I find that the memory of both writers is at fault, as the following will show. After voting "Not to take up arms against Great Britain, to surrender all arms, ammunition, and other public property found in said town, not to defend public property, to make no opposition against any British vessel coming into the harbor to refresh," a committee of four was appointed as follows: Capt. Joseph Chase, Capt. Zenas Coffin, Josiah Barker, Esq., and Mr. Aaron Mitchell, and they were instructed to provide a suitable vessel for the purpose, and to inform Capt. Newton, of the brig Nimrod, of the proceedings of the meeting; and they were the committee appointed to wait on Commodore Hotham, in Gardner's Bay, or elsewhere. J. F. B.

Nov. 24, 1877

For the Inquirer and Mirror.

Messrs. Editors:—In your issue of Nov. 10th, appeared a communication signed "W. R. E.," in which the writer made this statement: "Sylvanus Macy was one, and I think Isaac Coffin the other," referring to the committee appointed by the town to wait on Commodore Hotham, at Gardner's Bay, in 1814. Having the best authority on this subject, with kind feelings and pure motives, with not the slightest intention of injuring the reputation of any person with a retentive memory, I stated who the committee were that the Town appointed for the purpose named in an article in your issue of Nov. 24th, and regret very much that it should have caused "W. R. E." to slop over and accuse me of hunting up game and trying to kill birds with a stone; a game I never indulged in; but when I do, it will be for the young and tender bird, and not for the old fowl that makes such a terrible noise when he is crippled. I am exceedingly sorry that my common sense had not taught me better than to have blundered with an overloaded blunderbuss that went off at half-cock amid scriptural quotations and sayings of President Lincoln. So much of the blunder I gracefully acknowledge; but I still assert that Sylvanus Macy or Isaac Coffin were not on the committee appointed by the Town to wait on the British commander at Gardner's Bay, and if they did go it was on their own account, or in the interest of the merchants of the town, and not as the Town's Committee. The first meeting, authorizing the Selectmen and Overseers of the Poor to import provisions from the continent, was held June 15th, 1814. Sylvanus Macy was Moderator, and as he was not a member of either board, it appears his services were dispensed with at the adjournment of that meeting. At the next meeting, Isaac Coffin was Moderator, and the Selectmen were then appointed a committee with full power to use such means as they in their wisdom thought would be for the best interests of the Town, to enable the inhabitants to import wood, provisions, and other necessities from the continent. Sufficient time had elapsed for the Selectmen to perfect their arrangements, when another meeting was called, and then it was that a committee of four was appointed to wait on Commodore Hotham, at Gardner's Bay, or elsewhere, and a vessel was provided for them, and they were instructed to inform Capt. Newton, of the brig Nimrod, that they were the committee appointed by the Town. Subsequently the same gentlemen were made a standing committee to carry into full effect the arrangements they had made with Commodore Hotham, and they were continued on that committee through the entire transaction, down to the very last meeting that adjourned to Tristram Hussey's store—the precise location of said store has escaped my memory. But the committee, I am positive, were Capt. Joseph Chase, Capt. Zenas Coffin, Josiah Barker, Esq., and Mr. Aaron Mitchell; the remarkable memory of "W. R. E." to the contrary notwithstanding. J. F. B.

Dec. 8, 1877

Mr. Jesse Coffin, who died on Monday evening, July 26, 1880, was 90 years, 10 months and 9 days old. He was the oldest direct male descendant of Tristram Coffin, bearing the name of Coffin, upon the island at the time of his death, having been born near the place where the first of his line lived and died. The characteristics of the Coffin family were somewhat marked in him in his earlier experiences when he participated in the active duties of life; but for the last quarter of a century his age has enforced retirement and seclusion. In early life he followed the sea, and was captured, in the war of 1812, on board the whaleship Chili, after she had nearly reached home with a full cargo of sperm oil. His long life, while uneventful, won for him the respect of those who knew him as a kind neighbor and good citizen. His wife, with whom he had lived for more than half a century, departed this life some four years since.

"When his weak hand grew palsied and his eye dark with the mists of time, it was his time to die."

July 31, 1880

MEMENTOES OF THE WAR OF 1812.—On page 202 of Macy's History of Nantucket, an account is given of an engagement which took place between the American privateer schooner Neufchatel of New York and the boats of the British man-of-war Endymion, the ship being in the offing. The engagement was witnessed by some persons now living, having occurred the 10th of 19th month, 1814. Some three weeks since, a gentleman called on Mr. William C. Macy, asking information in regard to the History of Nantucket, at the same time pointing out the account of the engagement which is therein contained, and furthermore stating that the captain of the American privateer Prince of Neufchatel, John Ordronaux, was his father. He had in his possession the certificate of parole of prisoners made by the American privateer Prince of Neufchatel, dated at Nantucket, October 11th, 1814, which he presented Mr. Macy, stating it was found among his father's papers. He also stated that he had in his possession the pistol which his father used on that occasion, which he promised to send him on his return to New York. In an interview sought and obtained with Mr. F. C. Sanford, Mr. Ordronaux was surprised at the readiness with which Mr. Sanford recalled the circumstances of the engagement, and was much pleased with the account which was related of the same by Capt. Isaac Gardner, who chanced to present himself at the time, and who witnessed the engagement from the top of his house. The pistol has been received from Mr. Ordronaux, and will be on exhibition at the store of George Wendell Macy, Esq., for a few days, together with the certificate of parole of prisoners of the Endymion frigate. Mr. Ordronaux, it might be stated, is a gentleman of culture and refinement, a professor at Columbia College, N. Y., and it gave him much pleasure to make the acquaintance of so many persons at Nantucket, some of whom had seen and spoken to his father many years since, and under such circumstances. The interview with Mr. Sanford was suggested by Mr. Philip Macy, which indirectly led to that with Capt. Gardner, who chanced to call at the Pacific Bank at the time, and led to the interesting conversation which followed.

Sept. 16, 1882

An Incident of One Hundred Years Ago.

Editor of The Inquirer and Mirror:

A couple of weeks ago two ladies, strangers to each other—one bound to the Vineyard, the other to Nantucket—chanced to occupy adjacent seats on the boat from Woods Hole, and entered into conversation. Learning that her companion resided in Nantucket, the Vineyard lady remarked that she had in her possession some poetry written by her grandfather a hundred years ago, reciting the loss, on the south side of Nantucket, of a boat from the Vineyard containing four men, three of whom perished in attempting to land in the ice. No names were given and she had never been able to ascertain them or any particulars of the incident, though very desirous to do so. The Nantucket lady promised to endeavor to find out about the affair, and communicate with her, and she in turn agreed to mail a copy of the verses, which she did. On arriving home, the Nantucket lady, after numerous fruitless inquiries, consulted Mr. Gardner's "Wrecks Around Nantucket," and there found the desired information in the following paragraph:

February 3d, 1815.

A boat from the Vineyard, containing four men, was lost in the ice at the south side of the island and three of the occupants perished, viz: Freeborn Fisher, James Nichols and John Thaxter. One man, named Allen Coffin, and a dog, succeeded in reaching a farm-house occupied by Obed Marshall, two miles from the shore, in an exhausted condition. When they had recovered somewhat, the dog was sent back to the shore that he might be of service should any of the others chance to be alive. He returned after a while, bringing an axe in his mouth. Two of the bodies (Freeborn Fisher's and John Thaxter's) were eventually recovered.

The farmhouse referred to, rebuilt and enlarged, is the one now owned and occupied by John H. Bartlett. There were only two young girls at home, as appears from the following reference to the disaster, copied from the Boston Herald's notice of the death of Mrs. Susan Coleman of Nantucket, aged 98 years, in October, 1873, found in an old scrap book:

"Mrs. Coleman often told the story of having been left at home with a girl cousin one stormy night in February, 1815, and while they were watching the storm she was startled to see a man, whose hair was frozen stiff, coming across the fields. The stranger had been wrecked and begged to be taken in. He said he was the only one of four men who had escaped the fury of the storm. The young girls ministered to him until the home-coming of Mrs. Coleman's parents. The survivor was the father of the late Henry A. Coffin of this city."

By permission I enclose for publication the verses referred to, which are typical of much of the crude poetry of that period, when it was a frequent custom to invoke the muse to assist in commemorating local events. Whether or no descendants of either of the parties are now living I cannot tell, but someone who reads this may be able to.

Arthur H. Gardner.

The following lines were composed one hundred years ago by Bartlett Pease of Marthas Vineyard:

Come all ye Boat sailors who sail round these shores

In crafts that are furnished with both sails and oars,

Be careful of landing on shores lined with Ice
Lest the wild rolling billows deprive you of life.

In the year of one thousand Eight hundred and fifteen,

So solemn an instance there seldom is seen
As was known at Nantucket and near the south shore

By men of your calling, the number was four.

Those men were respected, we plainly may see,
And each well acquainted with crossing the sea.
Two belonged at the Vineyard and in Edgartown,
And two at Nantucket, and there they were bound.

Now Edgartown harbour being filled up with Ice,
Nowhere for boat launching was found in that place.

Threemiles on the Ice they carried their boat,
Then came to the water and where she might float.

Some friends that were present then gave their advice.

And told them the danger of sailing through Ice.
Which then appeared floating upon the rough main.

They said "It is presumption, we beg you refrain."

Advice and persuasion were offered in vain.
They being so anxious their port for to gain.
They preferred their own judgment to that of a friend.

But soon you will hear how it turned in the end.

With the wind at South-west and a very fresh breeze

These men then committed themselves to the seas
Being fully determined if it lay in their power
To find a boat-landing on Nantucket shore.

But when to Nantucket those men had come near
The billows were rolling, the Ice did appear.
To land at Smith's point they could not prevail,
Yet would not return and for Salem [?] set sail.

When they had come there, their design to pursue
A scene which was awful presented to view.

Although men of courage, yet now brought to a stand.

For the Ice did extend fifty rods from the land.

When in consultation much time had been spent,
Some wished to go forward and try the event.
But one in the negative quickly replies:

"There would be loss of our property if not of our lives."

He says: "I am convinced that the danger is great
And of all things we know our lives are most sweet.

Give our friends no occasion our deaths for to mourn,

Since all things now favour a speedy return."

Then said the Commander: "That never will do,"
And instantly joined him two more of his crew.

"We favour the object of trying to land.
Why do you neglect it? Sir, you have the command."

When in Conversation much time had been spent,
The other reluctantly gave his consent.

And then he advised them all to prepare
To swim through the Ice which to them did appear.

Himself of some clothing he then did divest,
He then recommended the same to the rest.

But they turned their boat and sails to the wind
Still hoping a landing they safely may find.

But soon as this boat had entered the Ice
She rounded too quickly and then she capsized,

Which caused these men for to plunge in the deep
And three of the number in death fell asleep.

He who was apprized of danger before,
He only survived and reached the shore.

Although frequently buried beneath the rude wave,

Yet God was determined his life for to save.

When he was permitted the shore for to gain,
On that dread occasion was led to exclaim,

With voice of thanksgiving and that with a groan
Saying "I, only I, am escaped alone."

But danger is not over, he is now in distress,
His flesh being frozen and covered with Ice,

No shoes on his feet and through Ice and snow,
He now has a mile and a half for to go.

But God in His mercy affording him aid,
He arrived at the house and they put him to bed.

His life is preserved, his health is restored.
For his preservation give thanks to the Lord.

But God, who is mindful of those who are dead,
Even watching the body when the body is fled,

Caused two of these bodies to wash to the shore,
That their friends and relations might behold them once more.

Their friends now in badges of mourning appear,
And others in sympathy dropping a tear.

May God, who in grace and mercy abounds,
Support them in trouble and heal up their wounds.

May we seal instruction from what we have now heard,
For death and the judgment be ready prepared.

Accept of salvation in Jesus' name
And ascribe all the glory to God and the Lamb.

Correspondence Inquirer and Mirror.

WALTHAM, MASS., Oct. 9th, 1882.

MESSRS. EDITORS:—I notice by yours of last Saturday that you propose devoting a column to local history and genealogy. I am glad of it. I hope it will tend to dispel some of the errors and inconsistencies which are prevalent. You will remember some years ago a discussion occurred through your columns, regarding the attack upon the privateer Prince of Neufchatel by boats from the British frigate Endymion. That discussion, in which I think I took part, was occasioned, if my memory is correct, by an article in *Harper's Monthly Magazine* in which the writer mentioned conversing with some who had, from their house-tops, witnessed the struggle. The ground taken, and I think thoroughly sustained, was that under the circumstances this observation was impossible. I noticed a few weeks ago the INQUIRER and MIRROR repeated the, to my mind, impossible story. Understand me, I do not for a moment desire to be understood as intending to impeach the veracity of the citizen who thinks he remembers to have seen the struggle from a house-top; I simply think he is in error, and that some other occurrence has become associated in his mind with this one.

Let us briefly review the circumstances: The account is related somewhat at length in Coggeshall's "History of American Privateers," p. 241, &c. Reckoning as nearly as I am able, I find that in October, 1814, the moon reached her phase called new on the morning of the 14th. She rose—in her last quarter—on the 10th, at about two o'clock in the morning. The sun set about half-past five. In brief this is Coggeshall's account, taken presumably from official sources. At noon the Prince was off Nantucket, the island bearing North about half a mile; the Endymion was discovered off Gay Head in chase; the privateer was becalmed, and the frigate having a fresh breeze closed rapidly. At 3, P. M., the Prince took the breeze and took the prize in tow, the frigate about 12 miles off. At 7, P. M., wind calm, privateer and prize anchored about a quarter of a mile from each other. At 8.30 the prize signalled that boats were coming from the frigate to attack. All hands were called to quarters and preparations made to give them a warm reception. About 9 o'clock, it being dark, the sound of oars was heard. Those on the Prince could not see the boats, and a few shots were fired to draw a reply and find where the enemy was, but without success. The frigate's men were in five boats and ran alongside the Prince, one on each bow, one on each side and one on the stern. The action lasted about twenty minutes. Now if the boats could not be seen from the privateer until close aboard, on account of the darkness, is it not evidently a mistake for any one to claim to see the fight from a distance of four or five miles, under the circumstances? So I say I am glad you are intending to devote a column to historical and genealogical notes and queries. By the way, are you aware that as long ago as about 1828 some poor, thin-skinned islander took exceptions to Holmes' Hole and wanted it called, I think, Holmes' Ville?

You will remember that your issue of Sept. 30 contained an account of the brig Orbit, Capt. Nash, being at anchor near the bar, having lost her rudder. Now it so happens that the Captain's family are living in the other part of the house where I abide. Of course Mrs. Nash was considerably disturbed at the seeming peril that her husband was in; but I lost no time in assuring her that he was in no danger from cannibals, or

of being sold into slavery. I assured her that the wreckers of Nantucket were men who had repeatedly risked their lives to save those of others, and I narrated to her the story of that terrible cold night when six gallant townsmen of mine toiled over the alternately breaking ice and freezing water to the rescue of the crew of that wrecked schooner. I think she was convinced that our Nantucket wreckers were not a gang of plunderers and thieves; at least I hope she was.

NANTUCKET, JR.

Oct. 14, 1882

ANCIENT RELIC.—On Friday morning of last week, as patrolman Philip Joseph was returning from the Western route, he noticed something protruding from the beach, near the water's edge, just west of Miacomet pond, which he took to be a piece of copper. As the sea receded he ran down and pulled it up, finding it to be a sword and scabbard. Mr. Joseph yesterday handed us the weapon, with the request that it be exhibited in some conspicuous place for a few days, and then presented to the Athenaeum Museum. The sword is pronounced by those who should know, to be of a very ancient make, and is generally supposed to have belonged to an officer of one of the boats of the British frigate Endymion, which attacked the privateer Neufchatel off Maddequeham Valley in 1814. It bears evidence of having been in the water for a long period of time, the sheath being for the most part gone, while the covering of the hilt, and a portion of the basket-hilt, are worn completely off. The blade is in an excellent state of preservation, and from appearances was hammered into its present shape from a bar of steel. It is long, with a "cheese-knife" point, and highly elastic. On both scabbard and hilt are to be seen particles of gilt. There is no doubt but that it is an "ancient blade," for the peculiar construction throughout goes to prove it such, beyond a question. A thick coat of rust prevents our ascertaining whether there is any lettering or other marks upon it that would show where or by whom it was made. It may be seen for a few days in the store window of Mr. George W. Macy.

Jan. 26, 1878

The following reminiscence of the war of 1812 is furnished us by Mr. William Clasby, of this town, the only one of the crew now living: In 1815, schooner William, of this port, Charles Clark, master; Benjamin Clark, mate; Paul Rose, John Powers and William Clasby, seamen, was taken by an English sloop of war, while attempting to run into New London. The vessel was sunk and the crew were transferred to the seventy-four gun ship "Superb," in Gardner's Bay. They were finally set at liberty in consideration of their being Nantucket men; otherwise they would have been sent to prison. The "William" was owned by Griffin Barney, and at the time of her capture was bound to Charleston, S. C.

Jan. 5, 1877

Nov. 20, 1915

See Response

Correspondence Inquirer and Mirror.

WALTHAM, MASS., Feb. 11th, 1878.

Messrs. Editors:—I have of course been much interested in the discussion between "W. R. E." and "J. F. B.," and with your permission will contribute a little towards the solution of the points at issue. My contribution will consist entirely of co-temporaneous history, extracts from the papers of the times. These extracts are bitterly partisan in their substance but unquestionably correct records. The first of these is in the shape of a letter from Nantucket to the "New Bedford Mercury" and is written in 1814. Here it is: "From Nantucket July 28—A strange event has occurred here. Some days since our War hawk Selectmen notified a Town Meeting, for the purpose of authorizing them to 'take means to obtain the introduction of provisions and fuel into this island.' Accordingly an assemblage of about 100 democrats, including the most insolent brawlers for the present War, convened and voted, unanimously, to clothe the Selectmen with the authority desired; and the Selectmen immediately appointed Isaac Coffin, Esq., and Sylvanus Macy, Commissioners to proceed to the British fleet to solicit of Ad Cochrane the permission desired; and this morning the Commissioners sailed in the (War) Hawk, David Starbuck, master,* in search of the British Admiral. Great pains were taken by the leaders of democracy to obtain a numerous meeting; but notwithstanding the peculiar sufferings of the people of this island, only the above number could be found to support a measure so *inconsistently* proposed by the most noisy advocates of the War" &c. The remainder of this letter is chiefly the personal comments of the writer.

The next letter was written by a gentleman on Nantucket to a friend in Boston; was also printed, I think, in the Mercury, and bears date Aug. 23d, 1814, and is as follows:—"Since I wrote you on the 21st, the whole island has been in an uproar. The ship, the Nimrod, Capt. Newton, came up and anchored just outside the bar yesterday afternoon—a lieutenant came on shore with 16 men in a barge, with some kind of a mission to the Selectmen; they tarried till near dark and returned. We knew nothing of the nature of this proceeding till this forenoon. The Selectmen and two or three of our principal inhabitants went down in two boats with flags, at about 10 o'clock. In about an hour they returned with Capt. Newton and several of his officers—the Captain went up into the Hall of the upper office, where about 150 of the inhabitants were assembled, and delivered to the Moderator of the Meeting a paper containing sundry proposals. Previous to his arrival, however, a letter was read in the hall, which was brought by the Nimrod, from Com. Hotham, dated yesterday, off Gardner's Island, on board H. M. Superb—this letter stated that the Vice Admiral (Cochrane) had received the communications of the magistrates of Nantucket, requesting relief, and representing the inhabitants to be in a state of starvation, and that he had sent the Nimrod to inquire into the truth of the statement. The paper handed by the Captain contained proposals to this effect, viz: The inhabitants of the Island shall declare themselves neutral, and continue so during the war. They will be allowed to import from the continent fuel and provisions, in a small and limited number of vessels, which are to be licensed by the British Commodore. All government property, if any, shall be given up or destroyed—such as artillery, arms, ammunition, &c. (there is none here). The inhabitants will not be allowed to carry on "their fishery"—(I presume he meant the *whale fishery*)—they may export as well as import—such articles as will not pay a duty to Government—oil and candles, I presume, pay no duty. Should any of his majesty's vessels arrive here, they are to be allowed to take whatever provisions and supplies they may want, not distressing the inhabitants therefor, paying for the same. A deputation of the magistrates or selectmen are to proceed hence to the Commodore in Gardner's Bay, to-morrow, if possible, to conclude the treaty. There is to be a town meeting this evening. All the inhabitants are rejoiced at the prospect which this arrangement affords them—particularly the Democrats. * * * * * This evening at 6 o'clock, the inhabitants met in the open street near the Town House, that building being too small for their accommodation.† The proposals of the British Commodore being read, they passed the following resolutions, *new. c. n.* 1. We will not bear arms against his Britannic Majesty during the present War. 2. We will deliver up all public property on the island. 3. We will not oppose any British vessels who may arrive here for provisions, &c. such as may be spared without distressing the inhabitants—paying for the same.—(This vote was originally expressed thus, by recommendation of a Democrat: "We will supply the British vessels of war with such provisions as they may demand," which being *opposed* by a Federalist was modified as it now stands). 4. A committee of four of the Selectmen and magistrates, shall proceed forthwith to the British Commodore to ratify this arrangement.— 5. This Committee shall consist of Joseph Chase, Zeas Coffin, Josiah Barker, and Aaron Mitchell (two democrats and two feds). * * * * * There will not be any obstructions to the navigation of this island, while the Deputation is away—the Nimrod being ordered to convey the vessel conveying them (the packet sloop Experiment,) to Gardner's Bay."

The Washington Benevolent Society sent a committee consisting of David Myrick, Isaac Gardner & Joseph W. Plasket to Admiral Milne to petition for leave to import provisions and fuel, and a petition signed by two hundred Federal Republicans was sent to Admiral Cochrane. This is probably the one referred to by Capt. B. Barney.

*The original instructions given to Capt. Starbuck are now in Texas. They are the same as recorded in Macy, p. 188 and signed by Joseph Chase, Francis Macy, Daniel Coffin, George Gardner & Gideon Folger, Selectmen.

†If my memory is correct I have seen a statement that the town hall of those days would hold but between two and three hundred.

NANTUCKET, JR.

Feb. 23, 1878

For the Inquirer and Mirror.

Messrs. Editors.—Capt. Benjamin Barney, of Huntington, L. I., has given some interesting details respecting the course pursued by Nantucket in 1814, to get necessary supplies of provisions, wood, &c., for a suffering people. It appears that a part of what he has communicated, was by inference, and in this he is greatly mistaken. He says "They called a meeting at their hall in the evening; they got a petition for the same purpose, and appointed Sylvanus Macy and Isaac Coffin as commissioners; employed the sloop Hawk, Capt. David Starbuck, and when about leaving, Sylvanus Macy stopped, saying: 'We have no better authority than the Federals, and they have none at all; we must call a Town meeting and get our authority from the inhabitants and selectmen.' The meeting was called, but I think it was only a public meeting, as to call a Town meeting would have taken some time and formality to make it a legal one; that is probably why it is not on the record." Capt. B. says, a town meeting was called. He is a better navigator than I am, but I know of no kind of traverse sailing by which a Town meeting could have been metamorphosed into a public meeting. The only process would have been, to have adjourned the Town meeting *sine die*, and then resolved the assemblage into a public meeting, but this was not done, and there was an abundance of time and formality to make the Town meeting a legal one. If this meeting was not a legal one, for the want of time and formality, certainly the meeting at which the committee of four was chosen was not. The Nimrod came to the bar on the 23d of August, a town meeting was called the next day, and the committee left here on the 25th. The meeting that authorized the appointing of Messrs. Macy and Coffin as commissioners, was called on the 23d of July, and on the 23th they left, which was five days from the calling of the Town meeting; in the other case, there was only three days. Now, Sylvanus Macy had all done which he said was necessary to be done at the time Capt. Barney says he "stopped," and he and Isaac Coffin left here clothed with the authority of the "Inhabitants and Selectmen," as I have asserted. Now, if people's memories are "at fault," Mr. Macy's history is not Mr. Obed Macy was a gentleman of probity. He enjoyed the confidence of his fellow-citizens, in an eminent degree, and like John Q. Adams, he kept a diary, and from this process verbal, with the valuable assistance of William Coffin, Jr., his history was written. These facts give great force to the authenticity of his book, and leave no room for any one to doubt the general correctness of its contents. I find by the frequency I have been spoken to on the street and elsewhere, that much interest has been elicited in this matter, and since the publication of Capt. B.'s letter, I have twice been accosted on the street. The first time, by a gentleman who had just emerged from a mechanic's shop, where men are wont to congregate. He observed, "They say in there that you are floored;" another that I met, said, "You are beat." I have been anxious to bring to light that I knew to be a fact, and have been put to a considerable trouble, or labor, I might better say to accomplish it, by the perseverance in error, of an official, who, I discovered, was by some supposed to be right, because, as they said, "he has the records." But I trust I am neither floored nor beat. There is much more I might adduce that favors my position, but it would be superfluous.

W. R. E.

Jan. 26, 1878

Correspondence Inquirer and Mirror.

HUNTINGTON, L. I., Jan. 9th, 1878.

Messrs. Editors: Seeing by the *Inquirer and Mirror* quite a controversy between "W. R. E." and "J. F. B.," I would state what I know about it. In 1814 party spirit ran high. Nantucket was in sore distress, having very little wood or provision. On a certain day the Federal party who were in the minority, met by appointment in the store of Capt. Benjamin Coffin, of which Nathaniel Barney was clerk, to see what could be done for the relief of the inhabitants. They concluded to get up a petition to the English Admiral who was at that time with his fleet lying in Gardner's Bay. Nathaniel Barney wrote the petition and it was signed by many of the party. Capt. Benjamin Coffin and Charles Cartwright were appointed as commissioners to present the same. It was then thought best to call a public meeting in Washington Hall, in the upper part of the brick store, at which meeting they arranged the different committees, etc., to further the business. They employed the sloop Charlotte, owned by John Cartwright and brother, to take the commissioners, Benjamin Coffin and Charles Cartwright to Gardner's Bay; George Cartwright, captain, Benjamin Barney, Alexander Cartwright and Thomas Swain, brother to William C., as seamen, Joseph Warren as cook and steward. Now we will leave the sloop and return. The next morning when the Democrats found what the Federals had done, they were hissing mad. I can seem to see the action and their features as plain as though the thing were done only yesterday. They called a meeting at their hall in the evening; they got up a petition for the same purpose, and appointed Sylvanus Macy and Isaac Coffin as commissioners; employed the sloop Hawk, Capt. David Starbuck; and when about leaving, Sylvanus Macy stopped, saying "We have no better authority than the Federals, and they have none at all; we must call a Town meeting and get our authority from the inhabitants and selectmen." The meeting was called, but I think it was only a public meeting, as to call a Town meeting would have taken some time and formality to make it a legal one; that is probably why it is not on the record. At this public meeting, Sylvanus Macy and Isaac Coffin were appointed as commissioners. We sailed in the Charlotte, for Gardner's Bay, at night we anchored in the cove; next morning was boarded by a boat from the brig Nimrod which lay outside. When the officer found what our object was, he thought we would get the desired relief, but the Admiral had gone to the Bermudas and we must go there to find him. We left the cove and in due time arrived at Bermuda, to find the Admiral had left for the States, but they would not tell us what part, but that a convoy would sail for him in a few days and we could go with them. We were very handsomely received. Our commissioners dined by invitation with the Governor. We had been there four days when the Hawk arrived. She had got to the east of Bermuda, and still going east, when she fell in with a frigate, which corrected her mistake. The next day we were told to get under way and run up to the frigate Madagascar. We did so, when she sent a boat with a hawser, which we made fast to our mast, and were towed all the way to Chesapeake Bay. The Hawk joined the convoy, and arrived at the same time. We were then ordered to let go the hawser and follow up the Potomac river, which we did, and then found the Admiral. Soon after the arrival of the Hawk, I went on board of her, and was met at the gangway by Sylvanus Macy, who asked me how long we had been at Bermuda and what our prospects were; all of which I told as far as I knew. I cannot remember whether Macy or Coffin went on shore at Bermuda. We got a permit, and Capt. Benjamin Coffin, in the Sally Myrick, brought the first load of wood to the island.

Yours Respectfully,

BENJAMIN BARNEY.

For the Inquirer and Mirror.

A Remarkable Coincidence.

I have had in my possession about six months a pamphlet containing a full set of telegraphic signals, brought from England, I think, before the war of 1812, by Capt. Charles Gardner, and reached to me for perusal by the courtesy of his nephew, Mr. B. Sheffield. Capt. G. was under the convoy of a British fleet in 1801, and was furnished with these signals for his guidance while under convoy by Admiral Brown, of His Majesty's ship Argo, the leading ship of the fleet. In August, 1814, I was a witness to the operation of these signals, as used on board of the British seventy-four Bulwark. We fell in with her about fifty miles southeast of Cape Cod. It had been foggy through the day until about 3, P. M.; it then lighted up, and disclosed to us the Bulwark, three or four miles to the windward of us, and on the opposite tack; a few miles to the weather of her, was the ten guns schooner St. Lawrence, which had been taken from us, and then a tender to the Bulwark. Immediately on discovering us, we saw a hoisting and lowering, and changing from the mizzen peak small narrow flags, of various colors; and in a few minutes the schooner shaped her course for us, and in two or three hours she was on our weather beam, near by, and discharging a gun brought us to, and gave us a new course to steer. The coincidence is, that a few days previous to the interesting article of "F. C. S.," I was re-perusing the pamphlet alluded to. There is a discrepancy in our memories (I write altogether from memory) as to who constituted the committee appointed by the town in 1814 to wait on Commodore Hotham, at Gardner's Bay. Cochrane was the Admiral on that station, and kept most of the time in southern waters, near the Delaware, in the Surprise flag ship. "F. C. S." says William Rotch was one of the committee appointed by the town. I think not. The board of Selectmen appointed a committee from their body. Sylvanus Macy was one, and the other I do not recollect, but think it was Isaac Coffin. Politics in this town at that period ran rank and high, with the Democrats in power. The Federalists, from jealousy or other cause, thought it best that they should be represented at Gardner's Bay. So Aaron Mitchell chartered the good sloop Experiment, Capt. Hayden, and he and Albert Gardner also waited on Commodore Hotham, on board of the Superb, at Gardner's Bay. Mr. Macy and his colleague went in some other vessel. Mr. Rotch removed from the island sometime, I believe, in the last century. The Experiment was at that time nearly new, was very fast, and a favorite vessel with all. Any little incident relative to her good qualities was always mentioned. While in company with the Superb, they were under way and the sailing-master of the war-vessel, observing that the Experiment had to yaw about to keep abaft the beam of the ship, remarked, "We are making work for that sloop," and ordered more sail made.

The Nimrod, Capt. Newton, came down to the bar the next day after our arrival from our six weeks' cruise, and anchored about one-third of the distance from the usual anchorage ground to Great Point, and had, as "F. C. S." says, a large party on board. It was of the elite of the island, and they had music, dancing, and all the things that the world's people usually indulge in on such occasions. Capt. Newton made a visit to Obed Mitchell, and when about to leave, he remarked, "Well, Mr. Mitchell, the next time we meet I hope it will be as friends, and not as enemies." "Why," replied Mr. M., "We are friends, now." "Yes, but you know that agreeably to the rules of war, we are enemies." Some time after the war, Capt. N. fell in with a Nantucket man, and inquired after the health of "old yellow boots."

W. R. E.

Nov. 10, 1877

Editor of The Inquirer and Mirror:

I wonder if you can tell me, Mr. Editor, or if not, if any of your readers can, the significance of the term "shaving mills," as applied to certain craft operating in this vicinity during the Revolutionary period. Of course I understand, in a general way they were vessels—presumably privateers, but was the term a descriptive one as to model or rig, or did it designate their character or register, or what?

For instance, I find the statement in an old journal that Capt. Thomas Wood was "killed by a gun shot by Seth Swift on board Levi Barlow's privateer, a shaving mill, at Nantucket Bar 8 mo. 21, 1782." As usual, in such records, no details accompany the statement to indicate whether or not this "shaving mill" was a hostile craft, or the shooting the result of an accident or engagement.

If this was an American privateer, then the term "shaving mill" was not distinctive of either side, for in his memoirs, speaking of the annoyance and depredations to which Nantucket was subjected by the British, William Rotch says that after a certain incident which he mentions, "we had a little quiet until Sir George Collier's command expired, and he was superseded by the arrival of Admiral Arbuthnot, and the shaving mills then came upon us."

This term, like various others, in common use at that period, appears to have become obsolete. For instance, what kind of a craft was a "Chebacco" boat? (sometimes written "Chebago"). They infested the sound in the Revolution and plied between Great Point and the Bar during the "War of 1812", intercepting commerce to and from Nantucket.

On one occasion during the latter conflict they captured a vessel bound hence from Falmouth with a load of cord wood, an ox for slaughter, some butter and \$800 worth of factory cotton. The ox and butter they kept, but ransomed the vessel and rest of the cargo, and sent a midshipman ashore to collect the money, threatening to burn the town if their demands were not complied with. The affair created great commotion, the streets were thronged with people and the selectmen put on a watch of 6 men to patrol the town during the night.

A few days later the same "Chebago boat" chased a small sloop loaded with corn in over the Bar and fired at her 6 times with a 12-pounder, then sent a boat to take her. At the same time a boat's crew, well-armed, put out from the harbor and another from the Cliff shore and towed the vessel into the harbor. Meantime, the British crew, anticipating the reception in store for them, put back to their vessel. Brant Point and the Cliff were guarded by men under arms, who were determined to prevent the privateer from coming in to the harbor and were only restrained from attacking her by the remonstrance of the selectmen. In fact, Obed Macy admits in his journal that they probably would have attempted her capture had she re-

mained much longer, but adds, apologetically: "They were mostly strangers." (Probably the "turbulent spirits" he speaks of elsewhere).

Referring to the general privation incident to the embargo at this time, Mr. Macy's journal records that indoors business was very much turned to manufacturing cloth. Even in the "first families" their parlors were used to card and spin in. The old workhouse was turned into a fulling mill wrought by wind. For want of employment 17 laborers went off together to travel on foot to Albany. Others entered into the war. He is careful to add, however, that "This line of business does not appear to accord with the accustomed habits or inclination of our young men except in a few instances."

But I am digressing. I didn't start to write history just yet—only to ask a few questions to help along work now in hand, as I purpose doing through your columns from time to time if I have any luck in getting replies.

Arthur H. Gardner.
Nantucket, April 3, 1919.

Regarding "Shaving Mills and Chebacco Boats."

Editor of The Inquirer and Mirror:

My query regarding "shaving mills" and "Chebacco boats", in your issue of week before last, brought me a number of personal letters with explanations more or less amplified—one coming from West Virginia, and I take this method of extending my thanks to one and all in lieu of a personal letter of acknowledgment to each.

By a singular coincidence, at the time my communication appeared, Mr. Henry B. Worth, of New Bedford, whose contributions to the local history of Nantucket have been extensive and valuable, had already prepared an article for the "Mercury" of that city, which appeared a day or two later and practically answered my inquiries, neither knowing of the other's discussing the subject.

It may be of interest to some of your readers to add that the summary of the information conveyed by letters and Mr. Worth's article was that the names "Chebacco" boats and "shaving" were practically coincident with the Revolutionary period and War of 1812. The former were so called from "Chebacco," the Indian name of Essex, Mass., where they were built, and were narrow-sterned vessels like those used in the Newfoundland fisheries, and very seaworthy.

"Shaving mill" (obsolete) is defined in The Oxford Dictionary as a small privateer used during the Revolutionary War and War of 1812.

Mr. Worth's article indicates that both classes of vessels were operated by each side—by the Americans under commissions from the war board. On the other side they were operated principally by the "loyal refugees," so called—Americans who sided with the British, and being under no commission or authority, were pirates, but were allowed to make their headquarters where the English navy had its base.

It was these "loyal refugees" who preyed upon our commerce, sacked and plundered the town and terrorized the inhabitants until even the Quakers were almost persuaded that forbearance had ceased to be a virtue.

Arthur H. Gardner.
Nantucket, April 15, 1919.

Editor of The Inquirer and Mirror:

In your paper of April 5, your correspondent, Arthur H. Gardner, asks for information concerning shaving mills and Chebacco boats. I am unable to give him any information as to "shaving mills", but I find, in Century Dictionary, the following definition of "Chebacco boat."

"Chebacco boat. [origin obscure; said to be from Chebacco, given as the name of Essex, Mass., where these boats were built. (Possibly, derived from the Portuguese Xabeco.) A type of vessel formerly much employed in the Newfoundland fisheries. See pinkie."

And under "pinkie," I find: "Pinkie, also pinky, and pink. A long, narrow vessel or boat, with a very narrow stern."

Webster's Dictionary (Edition of 1884) says:

"Chebacco. (From Chebacco, the former name of Essex, a town in Massachusetts, where such vessels are built, Worcester.) Pertaining to or resembling, a kind of boat employed in the Newfoundland fisheries—called also "pink-stern."

Perhaps this information may help Mr. Gardner. I remember that, in my boyhood days, there was at Nantucket a small fishing vessel called a "pink-stern."

Boston.
Roxbury, April 15, 1919.

William Rotch's Reference to "Shaving Mills".

By Henry B. Worth in New Bedford Mercury.

After his removal from Nantucket to New Bedford, William Rotch frequently narrated his observations of men and events, and among them the hardships and exasperating experiences of Nantucket people during the Revolution. Upon request, he preserved some of these reminiscences in a manuscript, which has been printed several times, and in one place contains this sentence:

"Then we had a little quiet until the 'Shaving Mills' came upon us."

Other writers of the incidents of that period used the terms "Pica-rooms," "Loyal Refugees" and "Chebacco Boats." All these terms refer to the same peculiar phrase of piracy that developed under the tacit protection and assistance of the English. When war became established there appeared a sharp line of cleavage between the patriotic Americans and the colonists who were openly loyal to the English government. The Loyalists abandoned their homes and property and emigrated to the Canadian Provinces or settled temporarily in places like Newport and New York, where the English were in control.

The latter class was inspired by a spirit of revenge, particularly bitter and aided the British cause by engaging in a system of piratical raiding in undefended harbors along the New England coast. At moderate cost they obtained boats or small vessels, armed them with one to four guns and manned them with four to fifty individuals. They had sails and resembled the modern vessels used in fishing.

Their purpose was to capture and plunder small craft owned by Americans and to visit harbors without defence and carry away property from warehouses and stores. They were not acting under any commission or other authority, and consequently were pirates. Yet they were allowed to make their headquarters where the English navy had its base. Having fled from their houses to follow the rule of the English crown, the term "Loyal Refugees" aptly described such colonial Americans.

The word "Pica-roon" is Spanish and signifies "Robber or one who lives by plundering," and is equivalent to the word "pirate".

"Chebacco" was the Indian name of Essex, Mass., where narrow sterned vessels were built like those used in the New Foundland fisheries, and called "Chebacco Boats." They were one style of fishing smack.

The name "Shaving Mill" has an obscure derivation, and still was so frequently used in the Archive Records in Boston, that its meaning is clear. In October, 1791, General Freeman reported that men from "Shaving Mills" had raided Falmouth, and the week before had been at Nantucket, when they were continually in the sound. Americans operated the same class of vessels but under commissions from the War Board.

A Nantucket man was shot on a "Shaving Mill" owned by Levi Barlow. There were several patriots of this name in Southern Massachusetts. William Cook of Dartmouth, commanded a cedar boat with two masts, 16 tons, 4 guns and 20 men. George Claghorn built a cedar boat, 25 feet keel, to intercept small vessels carrying on illegal trade between New York, Block Island, Elizabeth Islands, Martha's Vineyard and Nantucket.

In the State House Records these and other like ventures are described as "Shaving Mills", which must have been vessels resembling the modern fishing boats. One meaning of "shave" is to strip and plunder. This probably is the chief idea of the term which is thus equivalent to Pica-roon and Pirate.

APRIL 26, 1919

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Mill Prison and Other Incidents.

Editor of The Inquirer and Mirror:

When a boy I would sometimes object at meal-time to some article of food, as children are prone to do, and grandmother would remark, in her quiet way, that her father never allowed any of his children to complain of the food at table. They could eat what was set before them or leave it, without murmur or comment. And then she would explain that he never got over nor forgot his experience in Mill Prison, how he suffered for food and how eagerly the starving prisoners ate anything they could get, regardless of quality or cleanliness.

I wasn't interested then—not enough to inquire, or I could have learned what I would now give considerable to find out. I knew in a general way—in fact, it was a family tradition—that my great-grandfather had been a Revolutionary prisoner, confined in Mill Prison, England, but how, when and where he was captured, how long he was there and whether he escaped or was released, and other details with which grandmother was doubtless familiar, I never inquired. Later, when she had "passed on" and I became interested in such matters there was no one left to ask.

Some years ago in the Boston Public Library I came across an account of Mill Prison and a partial list of Americans confined there during the Revolution, evidently copied from a diary kept by one of the prisoners, and among the items were the following:

"Brig Cabot's Prize taken October, 1776, crew committed June, 1777. David Covell of Martha's Vineyard escaped."

"Ship Minerva taken June 28, crew committed August 24, 1780. Josiah Calder of Nantucket remains."

The last-named was my great-grandfather and he was 20 years old at that time, but the meagre information in the above paragraph is all I have thus far been able to glean regarding his capture and imprisonment.

Possibly further research may develop more—I hope so. The "Minerva", by the way, must have got back into possession of her Nantucket owners, for later on she figures conspicuously among the Nantucket vessels involved in French Spoliation claims growing out of illegal seizures by French privateers, of which I have quite copious notes.

My paternal grandfather, Samuel Gardner, I find served on a privateer in the war of 1812, was wounded, captured by the British and imprisoned in Baltimore, but as in the case of my Revolutionary ancestor, and for the same reason, details are wholly lacking.

I have, however, unearthed a considerable amount of information in other cases. Pertaining to the 1812 war I have already some fifty pages of closely written notes and very much more Revolutionary material, all of which when written out, and put in shape for publication will make mighty interesting reading, as well as local history. But there is lots more to be dug out, and if every one who reads this and knows of any Nantucket ancestor, anecdote or incident associated with the periods referred to, will communicate with me, they may aid in preserving valued information that will otherwise be lost. The opportunities for so doing are slipping away with succeeding years.

Arthur H. Gardner.

Nantucket, March 20, 1919.

A Revolutionary Incident.

Editor of The Inquirer and Mirror:

Shortly before the Revolutionary War William Rotch, the Quaker whaling merchant of Nantucket, through the failure of a Boston merchant deeply indebted to him, was obliged to take over the latter's stock in trade, including a quantity of muskets fitted with bayonets. These he transferred to his warehouse and gradually disposed of to outgoing whaleships, from which there was quite a demand for firearms for shooting game. But in every instance he removed the bayonet, claiming that it was a weapon designed exclusively to inflict death or injury on mankind, which his scruples would not permit him to countenance.

These bayonets were stored away and forgotten until the war broke out, when someone knowing to the fact notified the Continental Congress of their being in his possession. That body applied to Mr. Rotch for them for use of the army, but he steadfastly refused to give them up. So great was the pressure brought to bear, however, he became apprehensive they might be taken by force, and to guard against such possibility he took the entire lot one night and threw them into the sea.

When this became known a great clamor arose in the colony. His life was threatened and he was summoned before the Provincial Congress, then in session at Watertown, to answer for his "disloyalty". There, however, he defended himself so ably and avowed the principles which actuated him with such frankness and sincerity as not only won his acquittal but the respect of the assembly, and he was dismissed without censure, though the president expressed regret for the loss of the bayonets, which he said the army was greatly in need of.

Just where these bayonets were dumped is unknown, but it is fair to assume that it was not far from one of the wharves as then existing and that they still repose somewhere on the muddy bottom of our harbor within a stone's throw of the water front.

A few years since, among the debris on the rocky foundation of a long decayed wharf, a local fisherman picked up a rusty bayonet. For a while it decorated the exterior of one of the buildings on a neighboring wharf, along with other marine curios brought up in dredges or cast up by the sea, but eventually came into possession of the writer.

Of course, it would require quite a stretch of imagination to connect this "find" with the bayonets consigned to the bottom of the sea by William Rotch, but it serves to recall a Revolutionary episode of local interest which is doubtless known to few at the present time.

As previously stated in these columns, I have for some time been collecting material bearing upon Nantucket's attitude and the extent of her participation in the wars of the Revolution and 1812, and have already "unearthed" a considerable amount of interesting material never made public. Were the unwritten history of those times impartially told it would show the attitude of our Nantucket ancestors to have been very different from that of passive neutrality or tintured with Toryism as indicated by Quaker writers who were the scribes of that day and generation.

Obed Macy, to whom we are indebted for much local history preserved, and William Rotch in his memoirs, admit there were "turbulent spirits" in the community, but the Quakerism of both smothered the historian to the extent that whatever savored of resistance or aggression was consigned to oblivion with a word of disapprobation.

Who were those "turbulent spirits" and what did they do? Some of them manned vessels and went out and captured enemy craft in the sound. Some of them armed and patrolled the water front in boats and on shore to stand off threatened invasion. Hundreds joined the Continental army and navy, and hundreds languished and died in British prisons and prison ships. Who were they and what were some of the attendant circumstances? Already I have gathered a considerable amount of interesting material, but it comes slowly and involves a vast amount of research.

Once more I appeal to anyone who can contribute any incident, information or letter bearing upon the subject to communicate with me. Whatever material is obtained will be carefully preserved in available form for publication, whether completion of the work devolves upon me or another.

Arthur H. Gardner.

Nantucket, March 5, 1919.

Heroes of the Revolution.

The Sons of Nantucket who Died in British Prison Ships, on Board British Privateers, etc., During the Revolution.

A correspondent in California sends us the following list of Nantucket's sons who lost their lives during the Revolution, which will prove an interesting piece of brief history:

Barzillai Swain, son of Francis, died in Boston on his return from a Halifax prison, in 1777.

Linza Wharton died in a prison ship in Rhode Island in 1778.

William Myrick, son of Isaac, died in a prison ship, in 1778.

John Gardner, son of John, died in a prison ship, in 1778.

Charles Gardner, son of Bethuel, died in a prison ship, in 1778.

Josiah Coffin, son of Josiah Coffin, Jr., Esq., died in a prison ship in Rhode Island, 1778.

Nathaniel Pinkham, son of Nathaniel, was taken by a privateer, and was killed in an engagement while a prisoner, December, 1778.

William Barnes, drowned while attempting to escape from a British man-of-war, 1778.

Goodspeed was killed by a British Cruiser near the bar at Nantucket, May 5th, 1779.

Sylvanus Folger died in a prison ship in New York, Sept. 3d, 1780.

Thomas Folger, son of Seth, was killed in an engagement on board of a privateer while a prisoner, 1780.

Jedediah Russell, son of Daniel, died in a prison ship in New York, Sept. 3d, 1780.

Barzillai Luce, son of Barzillai, died in a prison ship in New York, August, 1782.

Elijah Coffin, returning home from a prison ship in New York, died in the harbor at Nantucket, July 15th, 1781.

Heroes of the Revolution.

Nantucket Men who Died in British Prison Ships, on Board British Privateers, etc., During the Revolution.

A correspondent of the Inquirer and Mirror writing from California sends the following list of Nantucket men who lost their lives during the Revolution, which is an interesting piece of brief history:

Barzillai Swain, son of Francis, died in Boston on his return from a Halifax prison, in 1777.

Linza Wharton died in a prison ship in Rhode Island in 1778.

William Myrick, son of Isaac, died in a prison ship, in 1778.

John Gardner, son of John, died in a prison ship, in 1778.

Charles Gardner, son of Bethuel, died in a prison ship, in 1778.

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For the Inquirer and Mirror.
UNWRITTEN HISTORY.

What an Old Man Remembers of
War and Peace.

There are now only a few who can remember the sorrowful influence that the declaration of war in 1812 had on the inhabitants of Nantucket. The business men of that day, and those closely associated with them, could well remember the losses and sufferings of the people, caused by a previous war, and they dreaded a repetition of them. The wealth, the youth and mature manhood of the island were afloat far from home, and the prospect of their safe return was not encouraging. As in the Revolution, so in the second war with England, the loss of life and property belonging to Nantucket, was greater in proportion to the inhabitants, than in any other part of the United States. The war found the people on the little island rich, and left them poor. It took years to make good their loss of property, and no equivalent could be rendered for the loss of life.

One of the most exciting incidents of the war was a naval engagement between the boats of the English frigate "Endymion" and the American privateer "Prince of Neufchatel." On the 10th of October, 1814, three vessels were seen by the people at the east end of the island. They were the two named above, and the ship "Douglass," loaded with sugar, molasses and rum, bound from Havana to London, and when first seen was a prize that had been captured by the privateer. It was evident that the frigate was in chase of the privateer and her prize, which she would probably have taken if there had been sea-room and the wind had lasted. Later in the day the wind was gradually dying out, and Captain Ordino concluded that the only way to save his prize was to run her ashore, and he signalled to the prize-master to that effect. The "Douglass" was beached at Quidnet, near Squam Pond, there discharged and broken up. Before sunset it was perfectly calm, with the vessels in sight of each other, and plainly seen from 'Sconset. The "Endymion" was anchored wide out, the "Prince of Neufchatel" nearer the island. During the cruise, Captain Ordino had taken so many prizes, that he had only thirty-six officers and men left on board the privateer. While there was yet daylight, he saw that the "Endymion" was preparing to attack his schooner-rigged privateer with boats during the night, and provided for such an engagement. He hung a netting, made of rope, all round the schooner, the upper lines of which were five feet above the rail, making it extremely difficult, if not impossible, for boarders to gain the deck. The large guns were loaded with grape and canister, the rifles, muskets and pistols ready for use, boarding pikes and cutlasses everywhere at hand, "springs" on the cable, hatches battened down, decks sanded and all was ready for the desperate engagement that soon followed.

The "Endymion" fitted out four well-armed boats, with thirty men in each, and the captain's gig with the surgeon and his assistants to follow at a respectful distance. It was the intention of the attacking party to board the privateer on both sides at the same time, two boats forward and two aft. The attack was made when a strong tide was running, so that the boats intending to board aft, were swept past the schooner without a chance for much fighting, and later were sunk by her guns. Not a man was saved from either of them. The men in the other boats fought like tigers, until many of them were killed or wounded, and they then surrendered. During the engagement, which lasted half an hour, not a man from the boats gained the deck. The first lieutenant of the frigate who commanded the attack, mounted the rail of the privateer, flourished his cutlass and shouted, "Come on boys! by the gods, she's ours!" and was instantly killed with an axe by the cook. The privateer lost only one man, Charles J. Hillburn, of Nantucket, the pilot, who requested Captain Ordino to bury him at sea, in the event of his being killed. The request was complied with. The captured boats were veered astern and secured with chains. The wounded men in them suffered greatly for water during the night, but it would not have been safe to have taken any of them on board of the privateer. The doctor had returned to the frigate with the tidings of defeat, and another fleet of boats might have been sent to engage the privateer during the night. At daylight the captured boats were hauled alongside, the dead buried, the wounded landed at 'Sconset, taken to town and carefully provided for. The "Prince of Neufchatel" sailed for Boston, where Captain Ordino, his officers and crew were highly honored for one of the most brilliant naval victories of the war. In 1835 the writer was one of a jury in the City Court of New York, that tried a case in which Captain Ordino was the defendant. He was then a hearty looking Scotchman, though twenty-one years older than when he fought the "Prince of Neufchatel" against fearful odds, and gained a glorious victory near the eastern shore of Nantucket. All that the writer has related was told him by one who was on board of the privateer during the engagement, confirmed as far as it could be by persons then living at 'Sconset. The "Endymion" lost four boats and 120 men.

The winter of 1814-'15, the last of the war, was severely felt by many families on the island. The laboring classes that had depended on their wages for support had been long out of work, and their little savings exhausted for the means of living. A soup-house was established in a building near the corner of Main and Gardner streets, where rich, wholesome soup was daily made and freely distributed to all who called and wished it for themselves or families. It was a relief and comfort to many.

The early part of February, 1815, was unusually cold, with the harbor and shores of Nantucket completely blocked with ice. About the middle of that month news of peace reached the island early in the evening. It was then that the people seemed to go wild with joy, and no doubt would have painted the "Town Red," if it had been customary in those days to use that color. At that time the writer was living on a farm at Polpis and attending an evening school. It was a lovely starlight evening, with a light breeze from the west, and when the school was dismissed at nine o'clock the ringing of the bells in town could be clearly heard, and the lights in the towers distinctly seen. The cause was instantly comprehended, and such a shout of joy and gladness was uttered as had never before been heard in that region. In that little band of shouters, there were Owen, Joseph, George and Alexander Chase, Samuel, Charles and Thomas Robbins, Francis C. Coffin, Charles Cary and Issac B. Hussey, all of whom, with possibly one exception, later, were shipmates in the whaling service. There were other younger boys present, and among them Stephen Pompey, a colored youth. The next forenoon, Jonathan Parker, with a chair lashed on a peat-sled for a sleigh, with a small American flag flying drove through Quaise and Polpis with the good news of glad tidings; all of which is well remembered by an old man.

C. F. SWAIN.

BROOKLYN, Feb. 22, 1892.

An Interesting Anecdote of The
War of 1812.

Editor of The Inquirer and Mirror:

An interesting anecdote of the War of 1812 has recently come to me through Miss Ruth Haviland Sutton, to whom the story was told by the late Capt. Wallace Adams at her studio on Commercial Wharf.

It concerns his grandfather, Capt. Alpheus Adams, who lived with his family at Cotuit on the Cape. He was a man of the seas, owned his own vessel, of which he was right proud. He had superintended its building, having raised much of the money for its building from the citizens of Cotuit and surroundings who, knowing the Captain, his integrity and seamanship, had been glad to subscribe for shares in his vessel. In a few successful fishing voyages he had been able to pay them off. The ship was now his and his alone. This was a proud day in his and his wife's life. They celebrated frugally.

Then came the War of 1812. The Cape and Nantucket waters were infested with English men-of-war, who were preying upon all shipping. The history of Nantucket records scores of its whalers captured or sunk by armed English ships and privateers.

Yet Capt. Alpheus Adams, through his knowledge of the local waters, was still able to make a living by eluding the English in his good ship. He fished and made occasional short voyages up and down the coast. Coming from Boston, however, he was caught in a fog off Chatham. When it lifted he found his ship under the guns of an English man-of-war, the Frigate Van Dieman. He made a run for it, but a shot from the frigate ripped away his rigging.

He was captured and the ship that was the heart of him was sunk. The frigate's commander, a dour, cruel man—or so he seemed—kept Capt. Alpheus a prisoner for three weeks during which they proceeded to Halifax.

When they were raising the Cape on their return, the dour commander went to Capt. Alpheus and said sternly to him, "Would you like to go to your family?"

The Captain knew not what trick was up, for he did not believe the commander meant good to him; but there was nothing for him to do but take a chance. He said, "yes".

In a small boat and crew the commander brought him ashore and stepped up the beach with him. He gave him a dollar and said "All right, step along."

Before the captain turned as directed he saw the commander's hand go into his pocket and remain there. Uneasy at the unwonted action and suspicious of it, he must nevertheless do the commander's bidding. He turned and expected at any moment to be shot. At each step he thought the shot would ring out that would send him, now so near his family, to his grave. But three, four steps and he heard it not. He quickened his pace almost to a run, yet not quite daring to run, lest this provoke the commander.

But he heard no shot and when at great length he ventured to turn his head the commander was not to be seen.

The twenty-five miles from Chatham to Cotuit he covered in short order and came to his familiar home, which stood next to the Santuit Hotel. Hoeing turnips in the garden was his wife. He called to her. She looked up. At first swiftly she started to come to him. Then she stopped and came to him slowly. She said, "You have lost your vessel."

She knew it because in no other event would he be returning to his home in this manner; nor would his face have the look upon it of both anguish and gladness.

Alpheus lived long. He had twelve children in all. One, Alden, the father of Capt. Wallace Adams, came to Nantucket as a youth of twelve and worked on a farm in Quidnet. Later he went to sea; his vessel, the "Lucia Church", brought coal to the steamboat company. In the Civil War he was engaged by the Federal Government to run supplies, and was made commodore of a fleet of twelve vessels. Here on the island, much later, he and his son, Wallace, operated several large pleasure catboats for fishing and sailing parties, an occupation Wallace continued after the death of his father, until his eighty-fifth year.

Very truly yours,

C. F. Smith.

7502 Ridge Blvd.,
Brooklyn, N. Y.

SEPTEMBER 27, 1941.

Nantucket Was Neutral in the Revolution.

From the New Bedford Mercury.

A quaint and interesting contribution to American autobiography is a little book issued by Houghton, Mifflin Company, under the title "Memorandum Written by William Rotch in the 80th Year of His Age."

Penned in 1814, the "Memorandum," we may assume, has been in loving hands through several generations. It has something of the mellow flavor of old whaling narratives of Nantucket and New Bedford, for, it is perhaps needless to tell the average reader, its author was one of the richest of the whale-ship owners in his time.

Mild in every word and expression as became a Quaker, William Rotch wrote of stirring times and scenes in which he was a not inconspicuous figure in America, England and France.

Some interesting historical facts are stated by the Quaker author, not the least of which have to do with the lot of the island whalers during the Revolution.

The policy of non-resistance on the part of the Quakers led a majority of the Nantucket owners, who were of that faith, to observe neutrality in the war. This policy led to difficulties that led William Rotch, acting as agent of the islanders, to make various trips to Newport and New York to secure from succeeding English naval commanders passage for the whalers to conduct their fisheries. It was also necessary to secure American passes, and these he secured.

After the war William Rotch won the honor of first sending the flag into an English port on one of his ships, the Bedford, which arrived in the Thames February 6, 1783.

Finding that the British duties on oil proved burdensome to the whale fishery Mr. Rotch went to England and made a proposal to the British government to remove the Nantucket whalers, with their ships and families, to England at the British government's expense.

The deal might have gone through had Lord Hawkesbury, who was delegated by the Privy Council to deal with Mr. Rotch, not sought to cut down the sum, which Mr. Rotch had named to the inducement to the removal, which was \$500 a family. Lord Hawkesbury thought two-thirds that sum sufficient bounty.

Thereupon Mr. Rotch terminated the interview. He declined later to call upon Lord Hawkesbury when sent for, and sailed for France, where he established a branch of his business at Dunkirk.

An appearance before the French Assembly to pray for certain concessions for his fisheries and certain privileges for the Quakers in France brought the Nantucket Quaker into contact with some of the great figures of revolutionary France, including Mirabeau and Talleyrand.

When Mr. Rotch called on the latter to press his petition, Talleyrand "made no reply, but let us pass silently away."

These experiences, and turbulent scenes at Dunkirk when the disorders of revolution seized that town, are vividly described. The man of peace found himself in the midst of a whirl of war, yet he stuck to his principles, where it might have cost him his life, and came off unscathed.

Not the least interesting feature of the book is contained in references to the length of voyages which the author made to Europe, some lasting nine weeks.

After his last trip to Europe in the period of the French revolution, Mr. Rotch settled in New Bedford, where his "Memorandum" was written.

Read Before Abiah Folger Franklin Chapter, D. A. R.

The following incident connected with the war of 1812 will doubtless be of interest to Nantucket people. It is contributed by Mrs. Solon W. Stevens, of Lowell, Mass., who is now a visitor on the island. Mrs. Stevens is a granddaughter of the Edward Hussey mentioned in the story:

AN INCIDENT OF THE WAR OF 1812.

During the height of the whaling business most of the vessels therein engaged were fitted out in the city of New Bedford, and in the islands of Martha's Vineyard and Nantucket. In the Autumn of the year 1812, Edward Hussey, a young Nantucketer, then about 18 years of age, who had learned the cooper's trade and had gone for a several years' voyage on the whaleship Mary Allen, was returning home. The vessel had been out about three years, and was filled with oil, as they had taken a great many whales, when one day while in the mid Atlantic, a sail was descried on the horizon. All on board participated in the pleasure usually experienced by the crew on such occasions, and many conjectures were interchanged as to the nationality of the approaching vessel and many hopes expressed that it might be another whaler lately started from home which would bring them news of their relatives and friends. Before long they were able to distinguish the British flag flying at the peak of the stranger, and a few minutes later perceived her to be a man of war. Even then their apprehensions were not aroused, for they were ignorant of the fact that war had been declared between England and the United States. Imagine their consternation when within speaking distance of the rapidly approaching craft they were summoned to surrender in the name of His Majesty, George the Third. They were without arms and helpless, unable to escape, as the British vessel could easily out sail them, and incapable of making any defence, so there was no alternative but to comply with the demand of their enemy. They were taken on board of the man of war and their own vessel was set on fire. As they sailed away the flames from the deserted ship rose high in the air, and as the fire reached the casks of oil stored in the hold, it burned fiercer and fiercer, until it seemed to illuminate the whole waste of waters. As it disappeared from their sight on the horizon, it had subsided into a red smouldering mass which cast a glow on the clouds like that of the setting sun. The crew of the whaler were solicited to join the British service; but as they refused to do so, they were taken as prisoners of war to England, and confined with a number of others in an old ship called the Kron Prinzen, formerly a Danish man of war, at a place a few miles below Chatham dock-yard and seventy miles from London. Here, although they could not complain of any especially bad treatment, their life was so unhappy that they resolved to try to escape. The keepers were in the habit of examining the inside of the prison ship every evening, before counting the prisoners, in order to see whether any attempt had been made at cutting a hole. The Americans noticed there was one place on the lower deck which was usually passed by with a very slight examination, and

there they decided to begin their attempt, provided they could avoid detection by the guards who were placed on a staging outside the vessel, and who continually walked backwards and forwards watching everything that occurred. The hole which they began to cut there would terminate, they hoped, a few inches below this staging, and a short distance above the water line, both conditions being absolutely necessary for their escape. They had no tools to work with but a common table knife fitted with teeth. After some time they contrived to saw out a heavy oak plank, which they kept close at hand in order to insert it quickly in its place when they heard the keepers approaching. They then began to demolish a stout oak timber, splinter by splinter; but this had to be done with the greatest caution for fear of its being heard by the soldier on the outside.

They took turns, and while one worked several others watched so as to give warning whenever a keeper was approaching; and then the hole was instantly covered. Before the heavy timber was entirely splintered out, one of them obtained the cook's iron poker, and this was found of great assistance in prying off the small splinters around the iron bolts. After working for between thirty and forty days they reached the copper on the ship's bottom some two or three feet from where they began the hole, at a downward angle of about twenty-five degrees. By working the poker through the copper on the upper side of the hole they learned, to their great joy, that it came out beneath the staging on which the soldier stood. When they removed the copper on the lower side of the hole they found that some water entered, but not enough to sink the ship for some time, unless by change of wind and weather she became more unsteady in her motion and rolled the hole under water. If that had happened, the poor prisoners would doubtless all have gone to the bottom, since their superiors would have left them to their fate, deeming it a proper punishment for their temerity. As soon as it was announced that the hole was entirely completed, the prisoners chose a committee to superintend the attempt at escape, and give all necessary directions which the others were bound to obey. This committee decided that those who had labored in cutting the hole should have the privilege of trying first to escape. They chose also four careful men, who could not swim, to take charge of the hole, and help out those who wished to leave.

Before making the attempt they, with a good deal of difficulty, got some tarred canvas, with which they made for themselves small bags just large enough to hold a pea-jacket, shirt and shoes, then they fastened a stout string about ten feet long to the bag by one end, and of the other end they made a loop to pass around the neck. Having everything ready they at last fixed upon an evening to make the bold strike for liberty. Every single man felt as if he took his life in his hand, yet he preferred to do so sooner than remain any longer in confinement. The attempt seemed well nigh desperate, for not only were there soldiers stationed musket in hand along the lower staging, but on an upper one as well, which ran all around the ship.

The landing place, if the prisoners succeeded in reaching it, was about a half a mile distant. Their plan was to distract the attention of the soldiers on guard as much as possible; and with this end in view, a company of good singers stationed themselves in the after part of the ship close to the guard that stood over the hole by which the prisoners were to escape, and the one next to him. By their songs they excited the attention of the two soldiers, who drew a little nearer in order to hear them. At ten o'clock all lights were extinguished, and this was the time that the committee chose for giving the order to put the men through the hole. Each one was already with his hat and pantaloons on, and his bag in his hand. They were put through one by one, feet foremost, a blanket having first been wrapped around the hole to keep them from being cut by the jagged edges of the copper; and then, as their bag strings began to draw, a sign that they had reached the water in safety, the bags also were thrown out. As each half hour struck, the soldier on guard over the hole would step to his post and cry, "All's well," and then the putting the prisoners through would cease; but as soon as he moved forward to listen to the singing it would begin again. Among the first to escape was Edward Hussey, of whom mention has been made, and just after him a young man named Silas Folger. These two were both members of the Society of Friends, and united by a strong friendship. As they touched the water, which was extremely cold, it being then the early Spring of 1813, they with difficulty repressed an exclamation and a shudder. Those following them were not all so fortunate, for presently it came the turn of one who, as he was dropped into the icy element, uttered an involuntary groan. The attention of the soldier above was immediately aroused, and a shower of bullets went whistling across the water. The two

young men, Hussey and Folger, succeeded however, after a desperate swim, in effecting a landing on the coast, which, inhospitable as it was, appeared to them a haven of refuge. Hastily opening their bags and putting on the rest of their clothes, they made their way inland as rapidly as the darkness would permit. They walked all night, and in the morning began enquiring their way to London. They had no money or friends, but they felt that if they could only reach the members of the religious society to which they belonged, their wants would be supplied. It was a toilsome way that stretched out before them; but they walked all the distance to London, begging some food from charitably disposed persons along the road.

They happened to arrive there on Sunday morning. The bells were ringing for church, and the people whom they met in the streets were mostly hastening to the different places of Divine worship. They were uncertain where to go to find any Quakers, but they suddenly saw coming towards them a man whom they instantly knew to be one, by his broad brimmed hat and plain dress. They did not hesitate a moment, but going up to him young Hussey addressed him, telling him their sorry plight, and their need of assistance. Their most sanguine expectations were realized, for he proved to be a true friend to them, not only furnishing them with lodgings and food and clothing while they remained in London, but giving them the money to enable them to return to their native country. No more prisoners ever escaped from the "Kron Prinzen," than the eighteen who left her that night. One of these was discovered the next day lying dead on the shore, wounded and having apparently bled to death.

Aug. 26, 1899
Correspondence of the Inquirer and Mirror.
HAWKINSON, Shenandoah Co., Va.,
March 3d, 1873.

MESSRS. EDITORS:—In looking over some of your interesting papers, sent me from Boston by relatives, I find a well written account of the desperate naval fight off the south shore of the Island in 1814; and, as I took an humble part after the affair, the particulars of it are as fresh in my mind as if it occurred but yesterday. And it has surprised me that there has never before, been a full account published, of what may be considered one, among the hardest naval battles on record, considering the inequality of the forces on each side. If any of the descendants of the game little Frenchman still live, they should read Mr. Macy's account of the battle, in your issue of Jan. 24th, as something for them to be proud of.

The morning after the fight, I rode over to the South Shore in a cart with my brother-in-law, Mr. Robert Barker, then, I think, Post-master of the town, to where the wounded were being cared for, and the dead buried in a large trench, friend and foe together. The scene so impressive to me, a boy of ten years, is not to be forgotten. Mr. Barker at once gave his cart to the wounded, and three English officers were put on, and I was sent to drive them to town. They were all badly hurt. One, a young delicate looking man, had received a sabre cut over his right ear, and had his right arm in a sling; another, I think a marine officer, was shot through both thighs, and the third had both arms in slings. They said very little on the way, and were evidently much mortified at finding themselves so situated. We came in to town along what was then called "under the bank." The relatives of Hilburn, who was killed on board the privateer, were at the door of their house, crying bitterly, as we passed along to the public square and finally to Capt. Thaddeus Coffin's, who took the wounded officers in.

The prize Douglass, was well up on the beach at this time, and what your West Philadelphia correspondent says about the way in, which sugar, etc., found its way into cellars and barns was something to astonish; and much hard talk went round, as to who did, or did not, get the lion's share. There cannot be a great many left on the island at this time who remember that event. The most of them are dead, and others scattered all over the known world. After fifty years of sea life, (having left Nantucket in 1823, on the ship Governor Strong, Capt. Daniel Coffin, with other boys from the town,) I find myself stowed away in what is familiarly called the Tenth Legion of Virginia, where I have not seen salt water, or salt water fish for many years, but, as we get old, the land of our birth and boyhood, with all its associations, comes back to us again.

Yours, respectfully,
ANDREW S. HUSSEY.

For the Inquirer and Mirror.

UNWRITTEN HISTORY.

What an Old Man Remembers about Captains Daniel Hussey and Peter Paddock.

There is a universal hope that the eyesight of "Uncle George Fisher," of Osterville, will be improved, and his other gifts retained, so that in the future we may have some more unwritten history from the storehouse of his memory. What he has told of the messengers of peace and pilots of the "Hornet" was very acceptable.

There are only a few now living who can remember Captain Daniel Hussey, as he died soon after the close of the last war with England. Captain Hussey's wife was a sister of the late Daniel Jones. They had one son, who grew to manhood, went a whaling voyage to the Pacific Ocean, and died young. Many years after the death of her first husband, Mrs. Hussey married Doctor Roland Gelston. In the year 1835, the writer met Mrs. Gelston at Ghent, Columbia Co., N. Y., and spent a day with her. At that time she was again a widow, spending a summer in the country.

Daniel Hussey was rather above the medium size of men, with a quick, firm step, and uncommonly active in all his movements. He was a giant in strength, and especially so in his right arm and hand. His courage was equal to his strength, and his confidence in his own physical abilities superior to both, as he had never been overcome in a personal contest.

Peter Paddock has lived so recently that he will be pleasantly remembered as a successful whaling captain, a substantial member of the Society of Friends, and a quiet, retired old gentleman.

In the second year of the last war with England, Daniel Hussey, Peter Paddock, and a boy left Nantucket in a sloop, with a valuable cargo on board, bound to New York. When about half way between Gay Head and Point Judith, the sloop was captured by an English armed brig; a prize master, four men and an arm-chest put on board, with orders to report to the commander at Halifax.

The law of nations requires that two of the crew of a captured vessel must remain on board when she is taken to a port to be condemned as a lawful prize; so that Captains Hussey and Paddock had to be sent in the sloop to Halifax.

It was near noon when the sloop was headed to the eastward, and the brig that had captured her, steered away in a westerly direction. The prize-master and his crew being well armed and strong in number, left their prisoners of war at liberty, not fearing any attempt to recapture the prize. They had not been prisoners long, before Captain Hussey, unnoticed, whispered; "Two o'clock Peter." Peter knew his man too well not to expect something astonishing at the time named. About two o'clock Captain Hussey threw two men overboard so near together that it was difficult to say which struck the water first, knocked the third one senseless with a single blow, and then grappled with the fourth, while Peter seized the fifth man and held him over the quarter, with his back to the rail and said: "If thee don't keep still, I'll drop thee." It took the captain only an instant to overcome the man he was grappling with, and secure him, tie the one he had knocked down, and then assist Peter in taking his man in board and tying him. When the three on board had been secured, the boat was lowered, and the two men that

had been thrown overboard were picked up, unharmed. The sloop was recaptured without the loss of life or serious injury to any one. Four of the captured men were placed in irons and secured in different parts of the vessel. The fifth man was placed at the helm, and before sunset the sloop was safely anchored at Newport, where the prisoners of war were delivered to the Government officers. Captain Hussey had regained his vessel by fighting against fearful odds, and that without taking life. He was of Quaker stock that knew no fear in a just cause, and used to say that he wouldn't give much for an American who couldn't whip three Englishmen in a hand-to-hand fight. The prize-master said that he was not prepared for a surprise, and that His Majesty's seamen did not fully understand the American methods of fighting. The sloop continued her trip to New York, and returned safely to Nantucket.

C. F. SWAIN.

BROOKLYN, April 16, 1892.

THE ONLY SURVIVOR OF THE DARTMOOR PRISONERS.—Many friends of Lewis P. Clover, Esq., the only surviving "Dartmoor Prisoner," met at his residence, in Warren street, Brooklyn, to celebrate his eighty-sixth birthday one evening last week. Mr. Clover, just before he was of age, ran away from home and enlisted as one of the crew of an American privateer. His ambition was early nipped in the bud by a British man-of-war, that took him and his companions prisoners, and finally landed them in Dartmoor Prison. On the terrible occasion when five thousand "Yankees," as they were termed, were fired upon from the walls of the prison, Mr. Clover was shot through and through the body, and, after unparalleled suffering, recovered. At the conclusion of the meeting, Mr. Clover said that the association of the Dartmoor Prisoners' Club had been gradually desolated by death until he was the last one of the many thousands who could, from personal experience, reveal the miseries and mysteries of that horrid abode.—*Nautical Gazette*, 12th ult.

The *Gazette* is mistaken in regard to Mr. Clover being the last survivor of the Dartmoor prisoners, as we have two more living in this town who were inmates of that detestable institution: Mr. Edward B. Hussey, and Mr. Calvin Lumbert. We publish a list of the Nantucket men captured and imprisoned in Dartmoor during the war: Edward Allen, John Arthur, Robert Bennett, Job Bunker, Thomas Bunker, George Chase, Davis Cleaveland, Valentine Coffin, Daniel Dunham, Joseph Earl, William Easton, (died there of small pox) Benjamin Glover, George Harris, Moses Harris, Edward B. Hussey, (only one still living) David Long, Henry Luce, Daniel McKensie, David Osburn, John Silvia, James Staples, John Sutton, James Swain, Joseph Swain, David Swain, Obed Swain, John Waterman, William Waterman, John Wilbur. They were all discharged on the 9th of June, 1815.

Mr. Lumbert was not a native of Nantucket, but settled here after the war and is still living here.

For the Inquirer and Mirror.

OSTERVILLE, Mch. 20th, 1892.

Mr. Editor:

In your issue of Feb. 27th, you published an article headed "Unwritten History" in which you speak of the exuberance of joy which pervaded the people of Nantucket, when, in the middle of February, 1815, the glad tidings were brought to the island that a treaty of peace between England and the United States had been concluded, and the privations and hardships to which the people of Nantucket had been so long and cruelly subjected were about to cease. One of the inhabitants of this village is a hale, hearty, fairly well-to-do old gentleman, who, although in his seventy-fifth year and nearly blind, is still able to travel about the village and perform a considerable amount of labor. His name is George Fisher, although his familiar address by friends and acquaintances is Uncle George; and it is the delight of many to get him started on his favorite topic of Woman's Rights, of which he is an enthusiastic champion, and in defence of which his flights of eloquence are irresistible.

He was born and bred in Nantucket, removing to this village soon after his marriage with a Cape Cod girl (Maria O. Lawrence), where he has since resided. In conversation with him a few days ago his face glowed with animation as he related to me how he had often heard his father (Thomas Fisher) narrate the story of how he, together with his father (Meliah Fisher) both of them fishermen and pilots, brought the glad tidings in their boat from Chappaquiddick and were received by the inhabitants with the wildest enthusiasm. He also told me that after the encounter in which the U. S. Ship Hornet vanquished and sunk the British Ship Peacock, the Hornet stood in on the back side of the island with signals set for a pilot. These same men, in their boat, and two other men in another one, started off, the other boat having the lead. When about half way from the shore to the ship, the leading boat stopped, and as the Fishers (father and son) rushed by them they shouted "Stop, for God's sake, it is an Englishman flying our colors." They kept on, however, and as the sequel proved, it was the Hornet. The captain told them it was well they kept on, for he had determined that if they turned back he would fire on them and try to sink their boat as he was in desperate need of a pilot to take him to New York. The Fishers piloted the ship to New York, and when they took their departure, the grateful captain (Lawrence) loaded their boat with beef, flour, and other provisions, and sent them to their island home rejoicing. Before leaving, Capt. Fisher inquired of Capt. Lawrence if he had a spare compass he could let him have, whereupon he kindly presented him with a fine brass one he had saved from the Peacock.

W. B. P.

That Incident of One Hundred Years Ago.

Editor of The Inquirer and Mirror:

I was much interested in Arthur H. Gardner's article in your paper last week, "An Incident of One Hundred Years Ago," as it called to memory a story with which I was familiar in my boyhood, when living at Edgartown. I had never seen or heard of the poetry connected with his article before, but the voyage of the four men, three of whom lost their lives in endeavoring to reach Nantucket, was a story about which I had often heard when a boy.

The voyage was undertaken to carry the news to Nantucket that peace had been declared between Great Britain and the United States and the war was ended. It was news of paramount importance to the maritime interests of your island at that time and admitted of no delay, and that accounts for the undertaking of such a voyage in mid-winter in an open boat, with the sound, as it must have been, filled with floating ice.

The only survivor, Allen Coffin, lived many years thereafter at Edgartown. I have often seen him and have heard him allude to the dreadful experiences of that February night in 1815. He still has descendants living at Edgartown. His daughter married the late Dr. Daniel Fisher, who was the leading oil and candle manufacturer and dealer in the country in the days of the whale fishery, and amassed a fortune thereby. There were also two sons, all of whom left issue.

The other Edgartown man, who lost his life, was Joseph Thaxter, not John, as Mr. Gardner has it in his "Wrecks Around Nantucket." He was the eldest son of the Rev. Joseph Thaxter, more than forty years pastor of the First Church of Edgartown, the one founded by Missionary Thomas Mayhew in 1642. The vital statistics of Edgartown, published by the New England Historic Genealogical Society, record his death as follows:

"Joseph, son of Rev. Joseph and Molly Thaxter, drowned Feb. 3, 1815, aged 28 years, 24 days."

This is from the cemetery record upon his grave stone at Edgartown. A private record adds: "Joseph Thaxter Jr. drowned on the south side of Nantucket."

He left no issue. His widow, daughter of Jonathan and Sally Worth, subsequently married the late Heman Arey, of Edgartown.

J. S. Smith.

Rockland, Mass., Nov. 23, 1915.

Apr. 9, 1892

Feb. 19, 1876

"Privateer Ahoy!" a Story of a Phase In The War of 1812.

"PRIVATEER AHOY!", to be published on September 8 by William Morrow & Co., is the fourth book from the pen of Edouard A. Stackpole, of Nantucket Island. It has made its appearance in the show windows of the local shops, where, in its brightly covered jacket, it has attracted considerable attention. The publishers are confident that it will appeal to all those who like tales of spirited adventure against a background of history.

The War of 1812 had many exciting incidents during its three years, yet it is a more or less neglected phase of history. But in the adventures of Thad Jenkins and his three friends the period springs to life, and the times are once more actual and filled with meaning.

It was mid-summer, in the year 1814. Three travellers, while riding post-haste for the Albany turnpike, in upper New York state, were overtaken by a sudden storm and forced to stop at a farm house in Cherry Valley. They were Seth Coffin, Nantucket Quaker, disowned for taking an active part in the War; Will Benton, taciturn backwoodsman; and the giant



Jacket Design of "PRIVATEER AHOY!"

Noah Giles, a waggoner of the army on the Lakes. They were on their way to the Hudson to become privateersmen, and when 16-year-old Thad Jenkins, the farmer-boy, became aware of this, his blood quickened with patriotic fervor. The next morning, when the three adventurers left, they were surprised to find that Thad had decided to join them—a run-away recruit.

No sooner had they reached the town of Hudson, on the river of that same name, than the four were caught up in a swift succession of adventures. There was the episode of the spy at the tavern; the voyage to New York, a blockaded city, filled with seamen who could not follow their livelihood; running the blockade, and attendant incidents in the dangerous shoals all about Nantucket and Martha's Vineyard; taking part in the unprecedented attempt of a maritime community to arrange a treaty with the British Admiralty; the carrying of dispatches of vital importance; a rare glimpse of the land-commerce along the Boston Post road; and as a grand conclusion a furious sea-fight between the famous privateer *Prince de Neufchatel* and the boats from the British frigate *Endymion*, which took place off Nantucket.

Although, as Fitz-Green Halleck put it, "Patriots need no reward," the prize-money which Thad has dreamed about is quite worth struggling for, especially when there is Martha Brayton, the Quaker girl who hated war, to think about, and a farm to plan somewhere in the rich lands of the Ohio.

End-paper maps show the south-eastern coastline of New England, and allows the reader opportunity to trace the course of the privateers and to follow closely the many adventures of the characters during the various parts of the narrative.

Mr. Stackpole has written a novel that is not only as fine an adventure as "Smuggler's Luck" and "Madagascar Jack," but also a colorfully documented picture of New England and New York in the chaotic year of 1814.

Without interfering with the story and its swift movement he describes a period in our country's history which has been lost sight of during the passage of the years. He treats of the experience undergone by the coastal towns and seaboard in general of the New England coast, from Cape Cod south to New York, when the British fleet not only maintained a blockade that completely destroyed commerce, but threatened to force the grave issue of the secession of New England from the United States.

Federalist New England controlled the purse strings of the nation. The backbone of this section's prosperity was its unrivalled commerce, and with the destruction of this came grave danger of disunion. Bitterly opposed to the war, the New England statesmen were ready to break away, and in the dark days of 1814 the Hartford Convention took place—a meeting which decided to divide the Union.

Just how the British blockade operated is shown by episodes dealing with the maritime scene in Gardiner's Bay, Long Island Sound, the Elizabeth Islands and Vineyard Sound, as well as in the shoals around Nantucket and Martha's Vineyard.

The saving of the nation is to the credit of such men as Jacob Barker, the Quaker merchant of New York, the war's great financier; Gen. Joseph Swift, commander of the defenses of that city—both Nantucketers, by the way; Admirals Perry and McDonough on the Lakes, and Hull, Decatur, Porter, and Captains Ordronaux, Boyle and Barnard on the Western Ocean. And men like Seth Coffin, Will Benton, Noah Giles and Thad Jenkins—coming from all parts of the country—were the warring saviors of the young United States.

The picture of Nantucket during the years of its second crisis has been very carefully prepared. The prostration of its whaling industry; the growing unrest of the younger Quakers; the clever diplomacy of the Old Guard; and the arranging of an almost impossible treaty with the British Admiralty—all are portrayed with all the excitement of that moving time.

Among the Nantucket incidents of historic interest is the famous town meeting in which the voters split on the question of sending representatives to the Massachusetts General Court (a meeting when the riot act was read for the only time in island history); and the tremendous occasion when the Quaker Commissioners arranged a neutrality pact with Admiral Hotham of the British Navy. These

occurrences, forgotten in the maze of events that have taken place since, come to life in these pages.

As for the terrific sea-fight off Tom Nevers between the American privateer *Prince de Neufchatel* and the British frigate *Endymion*, historians will recognize the culmination of research involving contemporary accounts, personal reminiscences and authoritative reports. It was the only genuine sea-fight along this coast during the entire war.

What happened to the prize-ship *Douglass* has been argued by the only two local historians living at the time. Mr. Stackpole has a version of the affair which might satisfy both sides, inasmuch as it fits into the scene.

"Privateer Ahoy!" is a novel which spins a swiftly moving story against the staunch background of authentic history, and through it all shines the glamorous sheen of the great, elemental sea.

Sept. 4, 1937

Nantucket Became Neutral in War 100 Years Ago.

From the New Bedford Mercury Sept. 3, 1814

Extract of a letter from Nantucket, dated August 22, to a gentleman in Boston.

"Since I wrote you on the 20th the whole island has been in an uproar. The British brig *Nimrod*, Capt. Newton, came up and anchored just outside the bar yesterday afternoon—a lieutenant came on shore with 16 men in a barge, with some kind of mission to the Selectmen; they tarried till near dark and returned. We knew nothing of the nature of this proceeding till this forenoon. The Selectmen and two or three of the principal inhabitants went down in two boats with flags, at about 10 o'clock.

In about an hour they returned with Capt. Newton and several of his officers—the Captain went up into the hall of the upper office, where about 150 of the inhabitants were assembled, and delivered to the Moderator of the meeting a paper containing sundry proposals. Previous to his arrival, however, a letter was read in the hall, which was brought by the *Nimrod*, from Com. Hotham, dated yesterday, off Gardners Island, on board H. M. ship *Superb*—this letter stated that the Vice Admiral (Cochrane) had received the communications of the magistrates of Nantucket, requesting relief, and representing the inhabitants to be in a state of starvation, and that he had sent the *Nimrod* to inquire into the truth of the statement.

The paper handed by the Capt. contained proposals to this effect, viz.—The inhabitants of the Island shall declare themselves neutral, and continue so during the war. They will be allowed to import from the Continent fuel and provisions, in a small and limited number of vessels, which are to be licensed by the British Commodore. All government property, if any, shall be given up or destroyed—such as artillery, arms, ammunition, &c., (there is none here).

The inhabitants will not be allowed to carry on 'their fishery' (I presume he meant the whale fishery,) they may export as well as import—such articles, however, as will not pay a duty

to Government—oil and candles I presume pay no duty. Should any of His Majesty's vessels arrive here, they are to be allowed to take whatever provisions and supplies they may want, not distressing the inhabitants therefor, paying for the same. A deputation of the magistrates or selectmen are to proceed hence to the Commodore in Gardners Bay tomorrow, if possible, to conclude the treaty.

There is to be a town meeting this evening. All the inhabitants are rejoicing at the prospect which this arrangement affords them—particularly the Democrats—who are the first to beg favors from the very enemy whom they have insulted and abused. Capt. Newton is quite a gentleman—He has been treated as such, by all those who bear the same character themselves. He stayed on shore nearly all this day, riding out of town, &c. He dined on shore with several of his officers.

This evening, at 6 o'clock, the inhabitants met in the open street near the Town House, that building being too small for their accommodation. The proposals of the British Commodore being read, they passed the following resolutions, new. con. 1.—We will not bear arms against His Britannic Majesty during the present war. 2.—We will deliver up all public property on the Island. 3.—We will not oppose any British vessels which may arrive here for provisions, &c., such as may be shared without distressing the inhabitants paying for the same.—(This vote was originally expressed thus, by recommendation of a Democrat: 'We will not supply the British vessels of war with such provisions as they may demand,' which being opposed by a Federalist, was modified as it now stands.) 4.—A committee of four of the Selectmen and Magistrates shall proceed forthwith to the British Commodore to ratify the arrangement. 5.—This Committee shall consist of Joseph Chase, Zenas Coffin, Josiah Barker, and Aaron Mitchell (two demo's and two feds.).

The inhabitants of this Island, by this measure are inconceivably relieved—They will soon be supplied with abundance of provisions, fuel, &c., by means of those vessels which will be licensed for the purpose. Those who have not paid the Direct Tax, will get clear of the same—for the U. S. jurisdiction over this Island ceases, I presume, during its Neutrality. Vessels will be going direct to Boston. There will not be any obstruction to the navigation of this Island, while the Deputation is away—the *Nimrod* being ordered to convoy the vessel conveying them (the packet sloop *Experiment*) to Gardners Bay. It is expected they will be absent about a week.

23rd. Evening—I have just returned from on board the *Nimrod*, where I have been treated with great politeness and hospitality. We were saluted and cheered as we left her. About 70 vessels have applied for licenses! It is not likely they will all be granted."

Sept. 5, 1914

French Spoliation Claims.

A New Bedford dispatch to the Boston *Globe* gives the following interesting details concerning the French spoliation claims:

The French spoliation claimants in this vicinity who have possessed their souls in patience and have kept shuffling the cards for nearly a century, are convinced that "all things come to him who will but wait."

The most valuable claims in this part of the State are held by descendants of Nantucket merchants, and their losses were on the *Active*, a whaleship, which had 2400 barrels of oil aboard; the *Joanna*, with 2000 barrels; the *Minerva* and *Fox*, each with about 1500 barrels; the *Ann*, in ballast; the *Federal George* and the *Nancy*. The *Fox* and a part of the *Nancy* were owned here.

An interesting circumstance in connection with the Nantucket cases is that the claimants have no knowledge of the evidence which is in existence in proof of their claims.

The records in the Nantucket custom house were destroyed by fire in 1846. The memoranda in the State Department at Washington, from which much was expected, was found to consist of letters only, and in no case was the evidence sufficient to establish the claim. The papers sent to France were burned at the time of the Commune.

Most of the original Nantucket claimants had sent their papers to James H. Causten, the Washington claim agent, who died after 40 years' fruitless efforts to recover the claims. The papers passed into the possession of William E. Earle, who has declined to reveal their contents, and the claimants have now contracted with Mr. Earle to press their claims, he to receive a quarter of the gross amount recovered.

The merchants at Nantucket who suffered most seriously were Jethro, Obed and Aaron Mitchell. Aaron died in 1854, entirely destitute, although he had been a man of considerable property, and Gen. Thompson speaks of him in 1827 as the best entertainer on the island.

H. B. Worth, the executor of the Mitchells' estate, came across an interesting paper the other day. It was a note given by Aaron Mitchell to Timothy W. Calder, just before President Polk vetoed the bill which was expected to give the claimants their dues.

IT READ AS FOLLOWS:

NANTUCKET, April 27, 1852.

For value received, I promise to pay Timothy W. Calder or order one hundred and twenty-nine and 68-100 dollars on the receipt of the funds coming to me from my portion of the appropriation from the French spoliation bill prior to the year 1800, which bill is now before the Congress of the United States, with interest.

AARON MITCHELL.

Witness, Mary Mitchell.

Mitchell and Calder died years ago and the note was never paid.

The Mitchell owned the *Active* and *Minerva*, which were valued at over \$10,000. The *Active* was burned and the *Minerva* was taken to Antigua and condemned. She was subsequently bought by her captain Obed Fitch, who brought her back to Nantucket, from which port she sailed for some years. The fact that the *Minerva* came again into the possession of her owners, may interfere with the claim, it is thought. Among the curious papers left by Capt. Fitch is one in possession of his daughter in Bristol, of which the following is an exact copy:

Articles robbed from on board of the *Minerva* by the French & English:

2 tuns of Wood hoop casks.
1-2 tun of iron hoop casks.
12 whale irons.
6 lances.
6 whale spades.
700 fathoms whale line.
1 pease Rasha duck.
1 hose and tub.
1 tea kettle.
2 bbls. beef.
1 bbl. pork.
Damage done our whale boat \$75.
1-2 side of pump leather.
1 steel plated hand saw.
1 fore deck hatch hove overboard.
1 sounding line.
Sloop stolen belonging to the owner \$9.43.
4 lbs. twine.
Damage to cable, \$100.
Damage done our hassaw \$20.

French Spoliation Claims.

HAVING made arrangements with a competent and reliable law firm engaged in the prosecution of these claims, I am prepared to act for parties who have claims to be presented, and to furnish information in regard to them. I will also act as Administrator if desired. Apply in person or by letter to
ROBERT F. GARDNER,
33 Worcester street, Boston, Mass.

17-11

June 13, 1895

An interesting circumstance in connection with Paul Gardner, who was an owner with Jethro Mitchell & Sons in the *Active*, is that his corpse was the last attached for debt in Massachusetts. He died in 1830, and the statute permitting such an uncanny procedure was repealed shortly after.

The descendants of the Mitchells are now scattered all over the country, and four years ago a great-grandson, who heard the claim

WAS ABOUT TO BE SETTLED,

traveled from California to Nantucket, expecting to get his share.

The *Joanna* was owned by the Macys, of whom Obed, the historian of the island, was one. In this case the claimants, by good fortune, had sufficient proof to establish their claims. Obed preserved the papers, instead of putting them in Mr. Causten's hands. They were allowed within six months after presentation, and judgment was rendered against the United States for about \$47,000. No appropriation was

made for years, and the claimants had nearly abandoned hope, but the bill which recently passed Congress specifically provides for the payment of this judgment.

Two of the most enthusiastic descendants of the Mitchells are Sidney Valentine of Nantucket, a grandson of Aaron Mitchell, and Dr. William C. Starbuck of Jamaica Plain.

Obed Mitchell and Obed Fitch were the sole owners of the *Minerva*.

The *Fox* sailed from this port. Coffin Whippley was her master and she was captured May 5, 1798, by L'Importune and subsequently condemned at Gaudaloupe. Her owners were Seth Russell & Sons, Daniel Ricketson & Sons, Cornelius Howland, Thomas Hazard, jr., William Rotch, jr., David Swain, Benjamin Taber, jr., and William Handy.

The claim is as follows:

Ship and outfit	\$20,433.04
27 1-2 tons sperm oil at \$200	5,500.00
9 3-8 tons head matter at \$300	2,812.50
188 tons whale oil at \$73 1-3	13,795.83
17,500 lbs. whalebone	1,750.00
Charges in Guadaloupe	84.50
	\$44,375.87

The interesting thing about these figures is the comparison which they afford with current prices for oil and bone. It will be seen that the whalebone in the above schedule was charged at the rate of 10 cents a pound, while the last sale of bone made in this city was quoted at \$5.50 a pound.

ANOTHER NEW BEDFORD CLAIM

is that of the heirs of Samuel Rodman and William Rotch the elder owners of the *Ann*. In 1793, the *Ann* had a cargo of red wine aboard, and was detained at the port of Bordeaux, in France, by authority of the French government, and the wine was afterwards seized. The cargo was valued at \$29,728. On account of the seizure the government returned to the owners the sum of \$5,326.67; that is to say, by depreciated assignments, then worth that sum, the unsatisfied loss aggregating \$24,401.33, the assignments not having been received in full, but only as a credit for what they were then worth.

Mr. Rotch, after the alienation between the countries became manifest, severed his connection with Mr. Rodman, and, as his merchant trade was largely with France, he removed his business there and sailed under the tricolor. It was from France that Mr. Rotch came when he founded the whaling industry at New Bedford.

The method of insuring vessels in these days was unique. The premium charged was usually very large, so large that the transaction was virtually a wager between the insurer and insured by which the latter bet, for example, \$1000 against \$2000 that his vessel would be lost. The amount charged was in some cases as high as 70 per cent. of the insurance.

It was customary when a vessel was about to sail, for the owner to post notices to that effect in conspicuous places, adding that the owner was desirous of insuring her to the amount of \$10,000, for example. The space under the notice was then filled by the men who were willing to take the risk, each one writing his name, and against it the amount he wished to take and the percentage he would charge. When the total amount was subscribed, the policies were written out in the office of some underwriter, who acted as agent for the different parties and charged a commission therefor.

The business finally degenerated into a combination of a lottery and Wall street scheme. The supply of ships to be insured gave out, and other ventures, the issues of which were sufficiently nebulous, were selected.

Among the appropriations made by Congress are the following:

On the ship *Joanna*, Philip Fosdick first, afterwards Zebdiel Coffin, master, namely:

Gardner S. Lamson, administrator de bonis non of Paul Gardner, George Gardner, Libni Gardner and Zenas Gardner, \$19,746.62.

Philip Macy, administrator de bonis non of Obed Macy, \$4936.63.

David P. Eldridge, administrator de bonis non of Sylvanus Macy, \$4936.65.

Robert F. Gardner, administrator de bonis non of Prince Gardner, \$9873.31.

March 14, 1891

[Z. W. Pease in New Bedford Mercury.]

French Spoliation.

What has been called a death-bed repentance of the 51st congress on the French spoliation claims, revives the hopes of those who have for nearly a century awaited justice from the country and awakens a new interest in a story which is romantic and fascinating in many ways.

It is a story of "Great expectations" often nearly realized and invariably put off until hope deferred has made hearts sick and broken.

"Have patience and shuffle the cards" was Cervantes' advice, and the game has been played with the feverish desperation encountered only at the gaming table, for two generations, until ambitions have been killed, energies dulled and lives wrecked.

The original claimants died, often in penury, years ago, and their descendants are scattered, like the builders of Babel's tower, upon the face of all the earth.

The claimants had come to doubt Longfellow's song, "All things come round to him who will but wait," when the tardy reparation came, and these ancient and persistent claims now seem likely to be adjudicated.

The petitioners are confined almost entirely to the New England states and Philadelphia, but this city is not heavily represented, for our great industry of whaling had not then grown to overshadow that of the other whaling ports. Nantucket suffered many losses, however.

The *Mercury* has investigated the claims in this city and Nantucket, and now presents the story for the first time in its entirety. The writer is under obligations to Henry B. Worth, Lemuel L. Holmes and Wendell H. Cobb for information and material in the preparation of the article. He is particularly indebted to Mr. Worth for access to the papers having a bearing on the Nantucket cases.

At the outset we may briefly indicate the causes of the depredations and the obstacles which have delayed the just payment of the claims.

When Washington and his little army were fighting cold and starvation and death in the gloomy winter at Valley Forge in 1778, and the affairs of the colonies seemed desperate, Benjamin Franklin went over to France and succeeded in effecting a treaty of alliance with the government of France, wherein a mutual obligation was made to assist each other in any difficulty with England, and to give France the exclusive use of our ports. Both of these obligations were perpetual and neither was performed by us.

France furnished troops, vessels of war and money, and her assistance contributed largely to the independence of the colonies. Then in 1793 hostilities commenced between France and England, and the French called upon us to stand by the treaty. But the American people were divided into political factions—the democrats, who would have assisted France, and the federalists who were opposed to participating in a European war.

The federalists were successful in the election of John Adams. The latter declared the theory that this country owed France any gratitude was sheer nonsense. France was naturally angry at the violation of Franklin's treaty, and retaliated by authorizing men-of-war and privateers to prey upon our commerce. Then followed the spoliation of French cruisers, which took place largely between the years 1797 and 1800, when Napoleon controlled the administration of affairs in France. It is estimated by some that 2000 vessels were taken, and that the loss was not far from ten millions.

The claims were presented to the French government and were offset by the counter claim of the breach of the Franklin treaty, but by the treaty of Tripoli the United States agreed to pay eleven million dollars for Louisiana, and to assume the debts due the American citizens for embargoes and prizes made at sea.

The claimants were now to present their claims to the United States, but it is a principle of law that the subject cannot sue the sovereign state without the state's consent, and the only alternative was to secure a tribunal selected for the purpose by congress to examine the claims on account of French spoliation and decide their validity.

For 40 years the claimants petitioned in vain. In 1842 a bill providing for the establishment of such a tribunal passed congress but was vetoed by President Polk. Another bill was vetoed by President Pierce. But finally in 1885 a third bill was signed by President Arthur. It authorizes the court of claims at Washington to hear and adjudicate all claims arising from French depredations prior to 1801. No appropriation was made to pay these claims, and for five years there has been a congressional wrestle for funds to pay proven claims, but the dole of the treasury are at last opened to these long repulsed creditors of the nation.

During these 90 years the United States has four times been engaged in war and all of the original claimants are dead. Their descendants have presented to congress petitions and memorials without number, and Livingstone, Webster, Everett, Sumner and many other eminent men have advocated the payment of the claims.

The vessels in which New Bedford and Nantucket parties are interested are the "Ann" of this port, Prince Coleman, master; the "Fox" of this port, Coffin Whippey, master; the "Minerva" of Nantucket, Obed Fitch, master; the "Johanna" of Nantucket, Zebdiel Coffin, master; the "Active" of Nantucket, Micajah Gardner, master; the "Federal George" of Nantucket, Latham Gardner, master; and the "Union" of Nantucket.

And just here there comes in a very singular fact. The heirs in the Nantucket cases have absolutely no evidence sufficient to establish a claim beyond that which is in possession of William E. Earle, a Washington claim agent, who succeeded to the famous papers of James H. Causten. The present generation has never been vouchsafed a peep at these records, and they rely entirely on the assurances of Mr. Earle.

Many of the claimants had sent their papers to France, where it was presumed that they were deposited in the archives. Accordingly Mr. Broadhead was sent to France to examine the records of the prize courts in this connection. The evidence discovered by him was not as large in quantity or as good in quality as was expected. It was supposed that much of value bearing on the claims would be found at Paris, but the building in which the records sought were kept, was found to have been destroyed by the commune in 1871. At some of the tribunals the commissioners were compelled to search through piles and heaps of papers, sometimes in garrets, and in some instances where there were no records on the books, papers were discovered in the general collection which had been stored away.

Another disappointment resulted when an investigation was made of the records on file in the department of state touching on the unsettled claims. The first thing done after the passage of the act of 1885 was the publication of an octavo of 276 pages, containing a statement of every memorandum relating to the claims, but instead of being of much value the memoranda was found to consist largely of rather unimportant letters.

The custom house records of Nantucket were destroyed in the fire of 1846.

Nearly all of the remaining papers had been submitted to James H. Causten, who devoted a long life to the business of collecting proofs and seeking redress from 1816 until his death in 1872. When Mr. Causten died the heirs transferred his papers, among which were those in relation to the French spoliation claims, to John T. Pickett, and they were subsequently intrusted to William E. Earle. B. F. Butler attempted to secure the papers and offered to give 12 1-2 per cent. to the Causten estate for them, and give a heavy bond for the performance of his obligations, but the court finally decided that Mr. Earle should pay the estate 6 1-4 per cent. of the awards, and retain the papers.

The late Joseph B. Macy finally became administrator of all the estates at Nantucket interested in the claims, with two exceptions, and he entered into a contract with Mr. Earle to prosecute the claims for one-fourth of the recovery, upon payment of \$200 where the claim exceeds \$10,000, and \$100 when under, on account of printing, preparation of evidence, etc. No other retainer will be required, and this will include the use of the Causten records. Upon the death of Mr. Macy, Henry B. Worth, of this city succeeded him as executor of these estates, and has the papers in his possession.

The "Johanna" was owned by the Macys, of whom Obed the historian was one. In this case the claimants by good fortune had proof sufficient to completely establish their claim. Obed Macy having seen fit to preserve the papers instead of putting them in Mr. Causten's hands. The claim was allowed by the court and judgment to the amount of about \$47,000 was entered

ed against the United States. This was four or five years ago; but no appropriation could be secured to pay the claim until now. The objection to paying the claims, it may be said here, has been that they have largely passed into the hands of speculators and will not inure to the benefit of the heirs. This, however, is not true of the New Bedford or Nantucket cases.

The merchants at Nantucket who suffered most seriously were the ancient family of Macy and the Mitchells, Jethro, Obed and Aaron.

Aaron died in 1854, entirely destitute, although he had been a man of considerable property and Gen. James D. Thompson says that in 1827 he was regarded as one of the best entertainers on the island.

I found a copy of a note among the papers in Mr. Worth's possession which illustrates how these claimants have deluded themselves with confidence of justice, and waited and lingered on in penury, "to feed on hope, to pine with fear and sorrow."

Calder was a grocer of the town and Mitchell had obviously borrowed money of him. The note is as follows:

NANTUCKET, April 27, 1852.

For value received I promise to pay Timothy W. Calder or order, one hundred twenty-nine and 68-100 dollars on the receipt of the funds coming to me from my portion of the appropriation from the French Spoliation bill prior to the year 1800, which bill is now before the congress of the United States, with interest.

Signed, AARON MITCHELL.

Witness, MARY MITCHELL. Calder and Mitchell died years ago and the note was never paid.

The Mitchells were the principal owners in the "Minerva" and "Active," valued with their cargoes at \$100,000. Capt. Obed Fitch was the master of the "Minerva" and a member of the firm of Obed and Aaron Mitchell. The vessel was bound home from a whaling voyage with about 1500 barrels of oil, a full cargo, when she was captured Oct. 5, 1800, by a French privateer, who sent her to Guadalupe. While in possession of the captors she was recaptured by a British ship of war, and she was carried into Antigua, when the admiralty court decreed the owners to pay 50 per cent. salvage and expenses. The ship and cargo were sold at public auction and bought by Capt. Fitch, who brought her back to Nantucket, from which port she sailed for some years after.

It is claimed that the loss to the proprietors amounted to nearly the full value of the ship and cargo. The vessel was insured for about \$9400 and the cargo for \$2000, a part of which was paid.

Among the papers in Mr. Worth's possession is the following copy of a claim made out by Capt. Fitch, the original of which is in the hands of Robert Jay Fitch's daughters of Bristol, R. I.

Arturculs robbed from on bord of the Minerva by the French and English.

To 2 tuns of wood hoop casks.
1 1-2 tuns of iron hoop casks.
12 whale irons.
6 lances.
6 whale spades.
700 fathoms whale line.
1 pease of Rusa duck.
1 hose and tub.
1 tea kettle.
2 barrels of beef.
1 barrel of pork.
Damage done our whale boat \$75.
1-2 side pump leather.
1 steel plated hand saw.
1 lore deck hatch hove overboard.
1 sounding line.
Sloop stolen, \$9.43.
4 pounds of twine.
Damage to cable lying in Antigua \$100.
Damage done our hassaw \$20.

Obed Fitch had a son George, who had two sons and a daughter, Robert Jay, George, Jr., and Ann Eliza. The latter married Isaiah C. Wood of this city.

In 1830 Aaron Mitchell wrote that the original papers had gone to France, but he hoped that the national certificates and the depositions of Capt. Fitch and the mates would be sufficient to establish the claim.

The only descendants of Obed Mitchell are grandchildren. Four years ago a great grandson came to Nantucket from California expecting to receive his share of the claims, which he heard had been paid.

The mate of the "Minerva" was Gideon Randall, Thomas Ray was the second mate, and Charles M. Coffin was the third mate.

William R. Easton, who was a clerk with Obed and Aaron Mitchell, is yet living at Nantucket. He is 88 years old.

The "Active" was owned by Jethro Mitchell & Sons and Paul Gardner, Jr. A curious incident with relation to Mr. Gardner is that his corpse was the last which was ever attached for debt in Massachusetts. He died about the year 1830 and the statute was soon after repealed.

Capt. Micajah Gardner was master of the "Active". The vessel was captured in 1799 and burned and Capt. Gardner was subsequently imprisoned at Nova Scotia. He saved nothing but his clothes and his inward bound manifest, to which he made oath before Stephen Hussey, collector, on his return to Nantucket, Sept. 1799. According to the manifest he had on board 2000 barrels of whale oil, 300 barrels of sperm, 80 barrels of spermaceti head matter and 1200 pounds of bone.

Capt. Gardner had one daughter who married Francis Chase. He had three children. Anna who married Thomas Derrick, Nathaniel and William G. Chase, deceased. William G. had three children, Anna Coggeshall and Laura Hunt of Newport and Henry C. Chase.

Jethro Mitchell owned a half of the "Active" and Obed Mitchell and Paul Gardner each a quarter. The crew list was as follows:

Micajah Gardner, master.....	lay 1-18
Paul Ray, mate.....	1-28
Benjamin Jones.....	1-37
Job Coleman.....	1-45
William Bassett.....	1-50
Daniel Coffin.....	1-75
John Emmett.....	1-75
Jesse Gardner.....	1-75
Charles Denham.....	1-100
Josiah Backhouse.....	1-90
John Welch.....	1-60
Sampson Dyer.....	1-80
Cato Leary.....	1-80
Joseph King.....	1-70
Antoney or Brown Coffin.....	1-70
Seasey Simmons.....	1-70
John Williams.....	1-75
Ivy Golden.....	1-90
David Jenkins (boy).....	1-150
3 black hands from.....	1-75
James Freeman's.....	1-75

The heirs of Paul Ray, the mate, are Deborah, Mary, George C. and Priscilla Ray, Lydia C. Gardner, Lydia Fisher, Sarah Howland and others. Among the heirs of Benjamin Jones is Lydia Bunker.

The descendants of the Mitchells are scattered all over the United States, and the administrator is in receipt of inquiries concerning the claims nearly every week. Among these letters four bore the dates of Clinton, Mich., San Francisco, Duluth and Wyoming, respectively. Two of the most enthusiastic and expectant descendants are Aaron Mitchell and Dr. William C. Starbuck of Jamaica Plain, but the claimants now living on Nantucket are few.

The heirs of Jethro Mitchell Senior were the sons Jethro, Obed and Aaron. Jethro, Jr., had a son Jethro and Obed had three sons, James, Obed and Thomas. Aaron's heirs are Emily M. Kness, Mary M. Metcalf, William C. Starbuck, George M. Starbuck, Rowland M. Starbuck, Lydia W. Cate, Julia M. M. Starbuck, Samuel B. Tuck, Jr., Isabella M. Coombs, Geo. E. Tuck, Mary S. Tuck and Eugene Tuck. The children of James were John C. and George H. Mitchell and Arlena Mead and the children of Samuel were Francis, Robert, Andrew, Arthur and Henry M. Mitchell.

The "Fox" was captured May 11, 1798 by the French ship "L'Importune" and condemned at Guadalupe. She was commanded by Coffin Whippey and owned as follows:

Seth Russell & Sons.....	4-16
Daniel Ricketson & Sons.....	2-16
Cornelius Howland.....	2-16
Thomas Hazard, Jr.....	2-16
William Rotch, Jr.....	2-16
David Swain.....	2-16
Benjamin Taber, Jr.....	1-16
William Handy.....	1-16

The claim is made up as follows:

Ship and outfit.....	\$20,433 04
27 1-2 tuns sperm oil at 200.....	5,500 00
9 3-8 do headmatter at 300.....	2,812 50
1 8 do whale oil at 73 1-3.....	13,795 83
17,500 lbs whale bone.....	1,750 00
Charges in Guadalupe.....	84 50
	\$44,375 87

The above account furnishes an interesting comparison with the prices of oil and bone then and now. It will be seen that the bone is charged for at the rate of 10 cents a pound. The last sale of bone made in New York was at the rate of \$5.50 a pound, and the bone which brought but \$1750 in 1798 would be worth \$96,250 to-day.

William Rotch, the progenitor of the Rotch family, was in the merchant trade in Nantucket with Samuel Rodman. He foresaw the alienation between the governments of America and France and removed his business to France, inasmuch as his merchant trade was largely with that nation and his ships sailed under the French flag. It was from France that he came to this city.

In 1793 Samuel Rodman and William Rotch of Nantucket were the owners of the ship "Ann," of which Prince Coleman was the master, loaded 198 1-2 tuns of red wine at Bordeaux where she was detained by authority of the French government, and the said wine was shortly thereafter seized, condemned and destroyed.

The value of the cargo was estimated at \$29,728, on account of which seizure the French government returned to Messrs. Rotch and Rodman \$5,326.67 by depreciated assignates, leaving the unsatisfied loss, \$24,401.33, the assignates not having been received in full, but only as a credit for what they were worth, and no more.

This constitutes the claim on account of the "Ann."

The evidence in this case was translated from the French and copied into a brown paper covered book in 1796. It is a beautifully engrossed volume and contains some interesting papers. Among them is an address of Lubbert Freres & Fils to the representatives of the people dated at Bordeaux, Nov. 29, 1793, a quaint and curious instrument of almost forgotten lore. It is as follows:

To the Representatives of the People:
Citizens:—If among the foreign vessels detained by the embargo there are any which deserve particular considerations and a speedy release, no doubt the three following American ships have a right to that claim:

The Penelope, Capt. Hammond,
The Ann, Capt. Coleman, and
The Lydia, Capt. Gardner.

These ships belong to William Rotch and Samuel Rodman, merchants at Nantucket, a province of the United States.

The law requires that neutral vessels should export but a quantity of goods equal in value to that which they have imported.

These three ships have brought to Dunkerque three considerable cargoes of whale oil and other products of that fish to the amount of 250 or 300 thousand livres, which we have the most authentic proofs of.

One of these ships, the Ann, Capt. Coleman, not meeting with a freight for the colonies in August last, Citizen Rotch, a partner of the said house of Nantucket, who is settled at Dunkerque, then present at Bordeaux, gave us an order to load her here for their account with 198 1-2 tuns of red wine fit for St. Domingo, amounting according to invoice to £162,780.17.

It is evident that the ship Ann is entitled not to be unloaded and to a speedy expedition.

1st. Because she brought to France a cargo of articles of the most indispensable necessity, for our manufactures and consumption, and which by far exceed the amount of that she has in return.

2d. Because this cargo is for the supplying of an important colony, which can subsist but by the assistance of neutral vessels.

We beg leave to observe to the representatives of the people, that Citizen Rotch is one of those industrious Quakers of Nantucket, who came to settle at Dunkerque in order to establish in that place the most valuable whale fishery and to whom government always granted a particular protection.

Citizen Rotch has even lately obtained from the republic a premium of about 38,000 livres for the three valuable cargoes he has imported.

Being invested with his power, we hope the representatives of the people will be so kind as to suffer Capt. Coleman to proceed on his voyage without further hindrance.

(Signed.) LUBBERT FRERES & FILS.
Bordeaux the 13th day of November, 1793, in the second year of the French republic, one and indivisible.

In case of the "Federal George" the papers were sent to Caleb Cushing a half century ago, and according to his executor in Newburyport they are probably on file at Washington. Latham Gardner was master and probably owned one-half. Robert Folger of Nantucket owned a quarter.

Ship "Nancy," Zachaeus Swain master, was owned by Thomas and Abisha Delano, who formerly lived at Nantucket. She was captured by the French in the West Indies, loaded with oil.

These comprise the local claims. Lemuel Le B. Holmes represents the claimants in the case of the "Ann's" cargo and Wendell H. Cobb and George F. Tucker of this city are associated with Brutwell & King of Boston in a large number of claims elsewhere, and including the claim on account of the "Fox."

Some reference has been made to insurance on these vessels and many of the claims are preferred by the descendants or representatives of underwriters, who, having insured the vessel, or cargo, or both, paid the insurance to the owner in the event of loss and now look to the government for reimbursement.

The premium charged was usually very large, so large, in fact, that the transaction amounted to little more than a wager between the insurer and the insured. There were no bucket shops or investment bond companies a century ago, but there was the same desire on the part of the people for wealth which inspires such speculation. The insured practically bet \$1000 against \$2000 that his vessel would be lost. The amount charged in some cases was as high as 70 per cent. of the insurance. It was customary when a vessel was about to sail for the owners to post-up notices to that effect in conspicuous places, adding that the owner was desirous of insuring her to the amount of \$10,000 for example. The space under this notice was then filled by the men who were willing to take the risk, each one writing his name and against it the amount he wished to take and the percentage he would charge. When the total amount was subscribed, the policies were written out in the office of some underwriter, who acted as agent for the different parties, and charged a commission therefor.

William Coffin procured insurance on the "Minerva" for O. & A. Mitchell for \$4400 and for Obed Fitch for \$500, from the following persons: Sylvanus Coleman, 2d, William Folger, John Cartwright, Tristram Hussey, John Codman, Andrew Swain, James Barker, Abner Russell, Daniel Whitney, Albert Gardner, Thaddeus Swain, Latham Gardner, Thad. V. McCleave, Joseph Coggeshall, David Coleman, James Chase, Samuel Riddell, Charles Norris, William & Thomas Coffin, Thad. Hussey, John Swain, Samuel Swain, Benjamin Winslow, Thad. Coffin, 2d, Francis Joy & Son, James Coggeshall, Nathan Nye. It is said that the above paid 55 per cent. of the insurance.

Presently the business degenerated into a combination of a lottery and a Wall street scheme. The supply of ships to be insured gave out and other ventures were selected. Among the records collected with such consummate diligence and so carefully preserved by the Causten agency are many amusing "policies."

One seen there insures a man for \$1000 on the army of Bonaparte from Malta to India, the insurer warranting that said army will be marched for the East Indies and the greater part will arrive there "in his present enterprise or undertaking." In another case a Baltimore gentleman paid 20 per cent. to be assured on the sum of \$10,000 that there would not be a "king of France reinstated and acknowledged by a majority of the French nation in 12 months from the day of date hereof." Sept. 20, 1799, eleven men chipped in and bet him \$10,000 against \$2000, and pocketed the premium. The judge of the court of claims will probably never have an opportunity to adjudicate such claims as these.

The claims of the underwriters are omitted from the bill which passed congress the other day as a matter of prudence, the friends of the bill determining that its enemies should not have this as an argument with which to revive the claim that the appropriation was in the interest of speculators. The amount appropriated is nearly a million and a half, while the valid claims will amount to seven or eight millions. Now that the entering wedge has been put in, additional appropriations will undoubtedly be made to meet all claims which are proven. That less than one-half the total will be distributed in New England is the result of emigration, for the original victims, as has been stated, were nearly all New Englanders—about half the losses were incurred in the West India trade, in which a large fleet of small schooners were engaged. One of these small craft was often the sole fortune of a business man and its confiscation meant the ruin of the owner.

The cargoes carried by these humble merchantmen consisted for the most part of a few inferior manufactures—lumber, codfish, and some New England rum—but not so much as generally supposed. One of the best informed men in the commonwealth on the details of the claims, Representative Tucker of this city, recently said to a reporter, as the result of a long and minute study of the papers in the cases, that the part taken in this commerce by that famous old Yankee beverage was very small, and that could hardly be called a staple. There is another misconception also widely prevalent, which has been used as an argument against the claims, and that is that the vessels seized were some of them engaged in the slave trade. This is a libel on our old New England seamen. There was scarcely a vessel among those for which restitution is demanded that was carrying slaves. The few which were, were very few.

Many of the claimants believe themselves such merely because they have heard some ancestor within a half century say so. They have not even a vague idea whether their ancestor was an owner, or an officer, or a seaman on one of the many vessels confiscated by the French. As an illustration of this, here is a quotation from a sample of many letters of a similar character in Mr. Worth's possession. It is dated at Waltham and is in part as follows:

"I am going to ask a favor of you in seeking information on French spoliation claims. Grandpa Hiller lost his ship or ships at that time and we have been told all our lives about the 'claim' by grandmother and grandfather, but we have no papers, and do not know the name of the ship or ships, do not know whether he was sole owner or part. In fact know but little about it only that we were told that our names were sent to Washington years ago. I thought your record of ship owners might have his name (Capt. Thomas Hiller). He lived and died at Nantucket, but I have been told that our claim was a New York one."

I am sorry to trouble you, but would be under obligation if you would write me. I have not much faith that the claim will be paid, still, if we can prove our claim, think we had better. Could we have the name of the ship, could have something to work on."

Many claims where the evidence in existence is complete and impregnable have been lost sight of. Mr. Earle calls attention of the Nantucket claimants to the case of the "Panther," which was owned by Robert Towne, J. Durall and J. Mitchell, and while he has very full proofs relating to her, he is unable to satisfy himself whether this J. Mitchell is Jethro or not. The claim, he writes, is a very valuable one and he has no doubt but that the proofs to establish it can be furnished.

The descendants of the owners of these vessels unto the third and fourth generations are very much elated at the prospect that the long and anxiously awaited justice is about to be vouchsafed.

MARCH 28, 1891.

Mitchell Heirs and French Claims

IN consequence of the award recently made by the board of claims for loss of ship Active, it becomes desirable to ascertain who were the heirs of the three brothers, Obed, Aaron and Jethro Mitchell, living January 20, 1885. Persons interested will hasten the distribution of the award by furnishing the undersigned information as to descendants of these persons. Dates must be given as far as possible and also what facts can be confirmed by public records.

HENRY B. WORTH,
Attorney at Law,
New Bedford, Mass.
416 St

February 5, 1901.

For the Inquirer and Mirror.

French Spoliation Claims.

MESSRS. EDITORS:—The recent act of Congress, entitled "An act to provide for the ascertainment of claims of American citizens for spoiliations committed by France prior to the 31st of July, 1801," is the occasion for much research into the dry and musty records of the past. Many of the present claimants have been, for the first time, made aware of the fact by learning that one of their ancestors was an owner of, or officer or seaman on board, some one of the vessels illegally captured, detained, seized, condemned, or confiscated by the French, prior to 1801, while many others have had a tradition concerning their claim, without knowing the how or wherefore thereof. All this is not strange considering the lapse of time intervening between the spoiliations and the present period. Neither is it remarkable that so little of documentary evidence can be found among the family papers, because the most of such evidence passed out of the claimants' hands into the State Department at Washington, where it is still preserved, and is of the most convincing character. This evidence was filed by the claimants before the commissions appointed under the treaties for the cession of Florida and Louisiana, under the mistaken impression that those treaties provided for the settlement of claims arising prior to 1801. The commissioners ruled against them on the ground that they were not included within the treaties, and this evidence is now among the archives of the State Department. It will doubtless be printed to make it available for the Court of Claims and attorneys managing petitions before that Court. An appropriation will doubtless be made for that purpose.

From the 18th to the 26th Congress, inclusive, there were many memorials sent to Congress concerning these claims. Among the memorialists from Nantucket, I find the names of Paul Gardner & Sons, Samuel Mitchell, Francis G. Macy, Aaron Mitchell and William Coffin. Twice these memorialists prevailed by obtaining rather unsatisfactory acts of Congress, and twice the Presidents—Polk and Pierce—vetoed the acts.

As all of the original claimants are now supposed to have deceased, administration will become necessary upon their several estates. The administrator can prove these claims within two years, by the present terms of the act. The Court of Claims is unwilling to have these bound volumes of evidence at the State Department presented, and at present no definite rules have been promulgated by the Court governing the presentation of claims. The powers of attorney given by the original claimants to attorneys (if such were then given) have been terminated by the death of parties.

I have been promised by my correspondent at Washington a list of the original claimants, as soon as it can be prepared, which will comprise all the vessels owned at Nantucket, with the owners, and possibly the officers and seamen. This I will furnish you for publication if you desire, together with such other facts as I may come in possession of, if they may seem to be of benefit to claimants.

ALLEN COFFIN.

March 21, 1885

THE OLD FRENCH CLAIMS.

An article in the February number of *Old and New*, by F. B. Perkins, deals very sensibly with this subject, though it is one which to most readers, has become as tiresome as the interminable chancery suit of Jarndyce vs. Jarndyce. It is now more than eighty years since these claims began to accrue, and the claimants seem to be no nearer to getting simple justice done them. The general principle laid down in the Constitution will be found in these words: "nor shall private property be taken for public use, without just compensation." If our Government has had the money, or its equivalent from France—the equivalent being in the discharge of all counter claims, and also release from the onerous treaties made in 1778—then it is simply its duty to pay the individual claimants.

Some particular cases of vessels captured and plundered are referred to by the writer in *Old and New*; and he says that a very moderate estimate gives eight hundred and ninety-eight as the number of vessels taken. The estimate is moderate indeed as compared with the statement of J. H. Causten, Esq., given to the Senate Committee on Foreign Affairs. He claims to have more than fifteen hundred on his list or record!

Yet, great as is the claim, and founded as it is in justice, it makes no progress towards settlement, and those interested, having passed through the various stages of heart-sickness from hope long deferred, have become, to a great extent, indifferent, and disposed to pocket their loss, rather than take any further trouble about pushing their claims.

There are here in Nantucket a considerable number who have a direct interest in the subject, as heirs of the original sufferers. Among the whalers taken by the French during the quasi war of 1798-1800 may be named the ships Nancy, Joanna, Ann, Minerva, Active, and others—we have no complete list at hand. Some of these had full cargoes of oil, worth, with the vessel, forty to fifty thousand dollars. If the claims should ever be paid, with the accumulated interest for three-quarters of a century, the amount divided in this town alone would be a very handsome sum. Yet we do not know of a single person here that appears to have any faith in the ultimate triumph of justice. They filed their claims so long ago that they have forgotten when; or their ancestors put in the claim, left it to them as a kind of prospective inheritance, and it seems, now, like nothing but an old family tradition.

Yet they are justly entitled to their own money which the Government took to pay its own liabilities with; and, as the writer in *Old and New* truly says, it will be a burning disgrace to the United States, if, in the year 1876, we shall blow our centennial trumpet with our citizens' money in our national pocket. National honor is a very sensitive thing—in some cases. But what a pity it cannot reach the standard necessary to enable the nation to do just what is simply right—to pay its honest debts when they fall due, and to rise entirely above the meanness of repudiation!

Feb. 8, 1873

FRENCH SPOILIATIONS.

There are many persons in this place interested in French Spoiliations prior to 1800. This subject will be pressed in Congress during the present session and until that body is compelled to pass a bill for the payment of these long neglected demands. Nantucket is interested in these spoiliations to the amount of \$250,000, and Zeno Scudder is specially engaged in procuring the passage of a bill for the relief of the claimants referred to. Let the people of this place remember this fact as they deposit their votes for a Representative in Congress to-day. Zeno Scudder is the man to look out for all the interests of Nantucket.

Dec. 12, 1852

French Spoliation Claims.

Among the appropriations made by congress in payment of the French spoliation claims is the following:

On the ship Joanna, Philip Fosdick at first, afterwards Zebdiel Coffin, master, namely:

Gardner S. Lamson, administrator de bonis non of Paul Gardner, George Gardner, Libni Gardner and Zenas Gardner, \$19,746.62.

Philip Macy, administrator de bonis non of Obed Macy, \$4936.65.

David P. Eldridge, administrator de bonis non of Sylvanus Macy, \$4936.65.

Robert F. Gardner, administrator de bonis non of Prince Gardner, \$9872.31.

The Joanna was a Nantucket vessel. This is the only claim from this vicinity which has yet been passed upon by the court of claims to pay the judgments for which the appropriations were made.

Mar. 12, 1891

ML 1000 1885

AS 1000 1885

CH 1000 1885

For the Inquirer and Mirror.

MESSRS. EDITORS:—On the 26th of January I addressed a letter to Col. John S. Pickett, not knowing of his decease, which was answered by his successor, William E. Earle, Esq. My object was to obtain certain information relative to French Spoiliations on American property prior to July, 1801. I regret to say I was not successful. I wrote Mr. Earle quite a long letter and gave him certain information which it appears he is much pleased to have. Among other matters I stated that when I was in the Custom House I one day accidentally came across the original manifest of Capt. Micajah Gardner of the ship Active of this port, manifesting 2400 barrels of oil, 50 of sperm, and whalebone to his owners, Jethro Mitchell & Sons. I very much wanted this manifest, but I did not consider it right to abstract any official paper from the Custom House. I requested my Deputy, Mr. William H. Waitt, to make a copy of it, which he did, and this explains the allusion of Mr. Earle to manifests in his letter following. Mr. Samuel Mitchell, one of the heirs of Jethro Mitchell, the principal owner of the Active, told me that the Active had 2400 barrels of oil on board when captured by the French, but I did not suppose that any Nantucket ship of that day had that carrying capacity. But the manifest alluded to confirmed Mr. Mitchell's statements in every particular.

W. R. E.

WASHINGTON, D. C., 1885.

Dear Sir:—I have your letter of the 26th inst. I enjoyed it very much, and want to thank you for it. I had on the same day a letter from J. C. Mitchell, 412 California street, San Francisco, who says that he is the son of James Mitchell of Nantucket, and the same mail which brought me your letter brought one from Albert A. Gardner of Nantucket. I mail you this morning a copy of our paper here with an article in it in reply to a libellous one upon the memory of good old Mr. Pickett, which I thought you might like to see. I hope that the bag of manifests during the time of the seizure of these vessels is still extant. It will be exceedingly material to the interests of our friends. All of the Gardners and many other of your Nantucket people employed Mr. Causten to take charge of their business.

Very truly yours,

WM. E. EARLE.

Mr. William R. Easton, Nantucket, Mass.

May 21, 1885

For the Inquirer and Mirror.

FRENCH SPOILIATION CLAIMS.

MESSRS. EDITORS:—As the French claims are again being agitated, and with increased hopefulness on the part of the claimants, I have several times been called on for such information as I might possess in relation thereto. Having been long associated with some of the principal Nantucket claimants, I gained a pretty good knowledge of their general history. The most complete and exhaustive statement of the whole subject matter I have ever seen, is contained in papers from James H. Causten, Esq., which I received by mail in November, 1872. The last conversation I had with Mr. Causten, was at his office in Washington, D. C., in 1849. As there are many claimants here, who long since should have had justice done them from what should be a paternal government, and in view of the energetic efforts now in progress to press upon Congress the consideration, liquidation and payment of these claims to whom they are justly due, it occurred to me, Messrs. Editors, that the publication of Mr. Causten's statement in your much-read paper, would at least be gratifying to our numerous claimants, who feel that they have now a new lease of hope which has long been deferred.

W. R. E.

I am asked to state in brief the strongest point of fact or argument in support of the Bill now pending for the relief of our citizens who suffered from French Spoliations or their commerce, between the 1st of January, 1792, and July 31, 1801. And I answer thus—with the following text:

Circular Letter from the Secretary of State to the Merchants of the United States.
PHILADELPHIA, August 27, 1793.

TO —
GENTLEMEN:—Complaint having been made to the Government of the United States of some instances of unjustifiable vexations and spoliation, committed on our merchant vessels by the privateers of the Powers at war, and it being possible that other instances may have happened, of which no information has been given the Government, I have it in charge from the President (Washington) to assure the Merchants of the United States concerned in foreign commerce or navigation, that due attention will be paid to any injuries they may suffer on the high seas or in foreign countries, contrary to the law of nations or to existing treaties; and that, on their forwarding hither well authenticated evidence of the same, proper proceedings will be adopted for their relief.

Information will be freely received, either from the individuals aggrieved or from any association of merchants, who will be pleased to take the trouble of giving it, in a case so interesting to themselves and their country.

I have the honor to be, gentlemen, &c.,

TH. JEFFERSON.

This imposing proffer of aid and agency—with-out limit of duration—has never been repealed or modified, and had direct and exclusive reference to the captures of American vessels made by the cruisers of England and France, then at open vindictive war with each other, and each of them lawlessly capturing American vessels indiscriminately.

The merchant sufferers readily accepted said overture of aid and agency, and hastened the evidence of their losses to the Department of State, and was by it (without retaining a record thereof) forwarded to the respective British and French Government for collection; thus giving the sufferers the cheering assurance that their relief would, under such imposing patronage, be speedily obtained.

The evidence so forwarded to England was with success prosecuted, and obtained an indemnity of about eleven millions of dollars, which sum was paid over to the sufferers of that class.

But the evidence in like manner forwarded to France, being in amount about equal to that forwarded to England, produced nothing for the claimants beyond a full, free, undisputed and acknowledged responsibility for such captures, and that Government tendered again and again proposals for their eventual payment, which, however, were ineffectual.

On the other hand, France set up a national, political, and pecuniary claim due to her by the United States of probably much greater amount than the entire Spoliation claims—having relation to the burdensome treaties with her of 1778 and the incurred liabilities under them; and more particularly that said treaties (being "Forever" by their terms) should have continued and unmodified operation.

The United States having determined to rid themselves from said dangerous treaties at whatever cost—and the French Government with equal firmness having determined on their continued operation—resulted in a dead-lock of claim and counter-claim.

Finally, the French Government proposed to set off these respective claims against each other, viz: The private property of our citizens for captured vessels, on the one hand, and the national claim of France against the United States, on the other hand, by a formal, reciprocal renunciation of them on both sides, which was accepted by the Senate and promulgated by the President as the Convention with France, on the 31st of July, 1801.

By this inestimable bargain and sale of the Spoliation claims—other imposing measures and efforts having failed—the United States not only paid their public debt and liabilities to France with the private property of their citizens, but also obtained the invaluable abrogation in perpetuity of the onerous and dangerous treaties of 1778—

which gave to France, by treaty, the exclusive use of our Ports for her vessels of war and their prizes—our guarantee of her Islands—and our pledge to make common cause with her in war, etc., etc. These, let it be remembered, were the grateful equivalents for our independence, which France had secured at the sacrifice of unmeasured blood and treasure.

The proprietors of this private property, so wisely and beneficially applied to the public use, now ask of their paternal Government that the all-controlling, sacred constitutional provision in their behalf may be enforced for their relief, and thus redeem the pledged faith of their Government.

My record shows that more than fifteen hundred American vessels were so captured by the French; their probable value would be from eight to ten millions of dollars.

JAMES H. CAUSTEN.

AGENCY OF FRENCH SPOILIATION CLAIMS,
1426 F St., WASHINGTON, D. C.
January 15, 1872.

[In connection with the above, we have this week received from C. T. Deblois, Esq., of Boston, the following (a copy of which has been sent to each Senator and Representative in Congress), which is signed by numerous prominent persons, and which will explain itself:—Eds.]

Dear Sir:—At a meeting of descendants of American citizens who suffered by French spoliations on American commerce prior to July 31st, 1801, and whose claims upon France were surrendered to her and assumed by the United States in consideration of the release of the United States from obligations under treaties between those two nations, held in New York, October 12th, 1882, the undersigned were appointed a committee to urge upon Congress the early passage of Senate Bill 1465, and House Bill 5885, both favorably reported at the last session and now upon the respective calendars, by which the Court of Claims is authorized to hear and decide upon such claims, and to report thereon to Congress for its final action.

We are aware that the long standing of these claims has been adduced as an argument against their validity, but we would call your attention to the fact that Chief Justice Marshall, James Madison, Henry Clay, Edward Livingston, Daniel Webster, Edward Everett, John J. Crittenden, Caleb Cushing, John M. Clayton, Charles Sumner, and a great number of other distinguished statesmen examined the character of these claims and urged their payment by the Government of the United States.

About one thousand claimants residing in different states from Maine to Texas, and from New York to California, descendants of original sufferers have in the present year sent petitions to the House of Representatives on this subject. Such petitions state the residences of the claimants, with the names of the original sufferers and their relationship to the several petitioners, and are upon the files of the House.

The reference of this subject to the Court of Claims has been for the first time proposed in the present Congress, and it seems simple justice that these claimants should at least have their day in Court.

We believe that you will regard this appeal with favor. It is made on behalf of the descendants of original sufferers, many of whom are in very narrow circumstances, and feel that their Government has long enjoyed, without compensating them, the benefits and advantages which have accrued from the surrender of their rights for the public weal.

We therefore make this earnest request that you will give an opportunity for a judicial hearing of these claims so long deferred, the justice of which touches closely the honor and integrity of our Government, and to this end we ask that you will give your active influence and vote for the early consideration and passage of the bill referring this whole matter to the Court of Claims.

French Spoliation Claims.

As only one vessel in which Nantucket people are interested has had favorable action by Congress in its appropriation bill, we have collected some information relative to the ship Joanna of Nantucket which may be of general interest.

She was built in Pembroke, Mass., in 1794, and measured 280 tons. Her owners were Silvanus Macy, Obed Macy, Paul Gardner, George Gardner, Libni Gardner, Prince Gardner and Zenas Gardner.

She sailed in November in the year 1796 for the Pacific Ocean on a sperm whaling voyage, under the command of Capt. Philip Fosdick. Capt. Fosdick, on account of sickness, was obliged to leave her early in the voyage and come home, leaving her in charge of Zebdiel Coffin the mate. The ship was near Cape Horn April 12, 1797, but meeting with adverse winds returned to the Brazil Banks, where she took a cargo of 1800 barrels of whale oil and 18,000 pounds of bone.

In June, 1798, in latitude 6 degrees South and longitude 38 degrees West, she was captured by a French cruiser, taken into Cayenne, and condemned. After near a century the Court of Claims has awarded for the ship and cargo the sum of \$39,493.25.

When the claim was made the price of bone was 12 cents per pound, and at that price the award was made. The amount of bone on board at the time of capture would at the present prices be worth more than double the sum allowed for ship and cargo.

The sum payable to the heirs of the original claimants will be very small to most of them because they are so numerous, but we doubt not it will be very acceptable to all however small.

The officers and crew of the Joanna when captured was as follows: Zebdiel Coffin, Abner Swain, David Coffin, Nathan West, Eliakim Swain, Benj. Barnard, Alfred Coffin, James Kelly, Abiel Gifford, Abiel Swift, Adnah Crowell, George Coffin, Henry Hillman, Eli Hatch, Joseph Painter, and Cato Pond.

The French seized and condemned 898 American vessels.

The reason for the seizure of these vessels was, in brief, as follows; The treaty between France and the United States, known as the Franklin treaty, made in 1778, contained the stipulation that, in consideration of aid rendered by France to the American cause, the United States would guarantee to France the possessions of her West Indian colonies, would protect French merchant vessels and open its ports to French privateers and prizes in time of war, and close them against the enemies of France. In compliance with this agreement, France did help the United States, spent in our behalf \$280,000,000, and probably was the means whereby we secured our independence. But when, twelve or thirteen years later, the French government asked us to make good our treaty obligations, our government declined so to do.

When a new treaty was made with France, in December of 1801, it was on the basis that these French seizures were offset by the failure of the United States government to comply with the requirements of the former treaty, and obviously those whose vessels were seized paid by their seizure the debt which the United States people owed to France for assisting in the winning of American independence. But from that time up to this—that is, for nearly 90

years—these losers and their descendants have been compelled to stand in the position of vicarious sufferers. Similar seizures made after the treaty, through mistake or otherwise, on the part of French war cruisers, were in their character precisely like those which had been made prior to 1801, but unlike these latter, the sufferers by the subsequent seizures had their losses made good to them out of the indemnity received from France, though logically one class of claimants had no better claim than the other.

It is simply an act of justice which the government has too long delayed, and it is to be hoped that the other claims will be proved before the Court of Claims, and Congress make the necessary appropriations to pay them off.

Dec. 9, 1882

OUR FRENCH CLAIM.

Now that the Circumlocution Office has at last been stirred from its lethargy, and made a spasmodic effort to relieve itself from present importunity by throwing the ball over into the Court of Claims, there is likely to be a marked increase of activity in the matter of genealogical research. People who never before knew who their grandfathers were, or indeed whether they ever had any at all, are now overhauling the log of memory, comparing notes with their distant cousins, and groping among the dry-as-dust records of the past, hoping to find evidence to entitle them to a slice, however small, of the French spoliation pudding, whenever it shall be fairly cooked and served up among the multitude of hungry expectants. Most of them are doomed like us to disappointment, but they will be wiser as well as sadder than before, expecting less, but knowing a deal more. They may, in some cases, develop a latent taste for history and genealogy, and thus "many shall run to and fro, and knowledge shall be increased."

Now, we have always known that we must have a spoliation grievance, for there was a delightful old tradition in the family that a certain bachelor great-grand-uncle of ours was a son of Neptune and sailed away to fight sea-monsters in the good ship Sally, as we supposed, but we were not quite certain but it might have been the Polly. That while mate of that stout craft, on her return from a voyage, deeply-laden with oil, they were captured by blood-thirsty enemies and carried to a place called Dunkirk, from which time, so far as my immediate informants knew, he seems to have disappeared entirely from the face of the earth. The relationship of the old viking to us had been always undisputed, and though there were some differences of opinion among the female members of our family as to whether the said Dunkirk was located in Scotland or in Denmark, we were not long in satisfying ourselves that it was a French port. Here, now, was a case almost as clear as mud; it would only have to be worked up carefully in its minor details, and there might be millions in it, as soon as we should feel warranted in employing an expert to figure out the vast accumulations of interest that would be due to the heirs. Having a natural turn for this sort of thing, we have followed the clue to the end, and feel qualified now to write a complete biography of the ancient mariner if we only had faith that such a publication would be remunerative. Our labors have been successful in establishing several interesting facts.

Our adventurous relative did indeed go to sea in a brig that was not the Sally, nor the Polly, but the Peggy; but the whole evidence proves that he was neither mate nor second mate of that stout old craft, and we infer that he was only a shipmate or messmate. This was not encouraging to us, as his "lay" or share, even of that rich cargo, would not pan out a very large sum for a principal; but we thought of the accretions of interest and again took heart. We further learned that the Peggy had been captured only a few weeks after leaving the home port, and could have taken little or no oil up to that time. But we found more evidence that she was not the victim of a French cruiser at all, but of a British one, and that the crew had been taken to Halifax, instead of Dunkirk. Thus the bottom was knocked out of our claim, and our visions of wealth vanished into thin air.

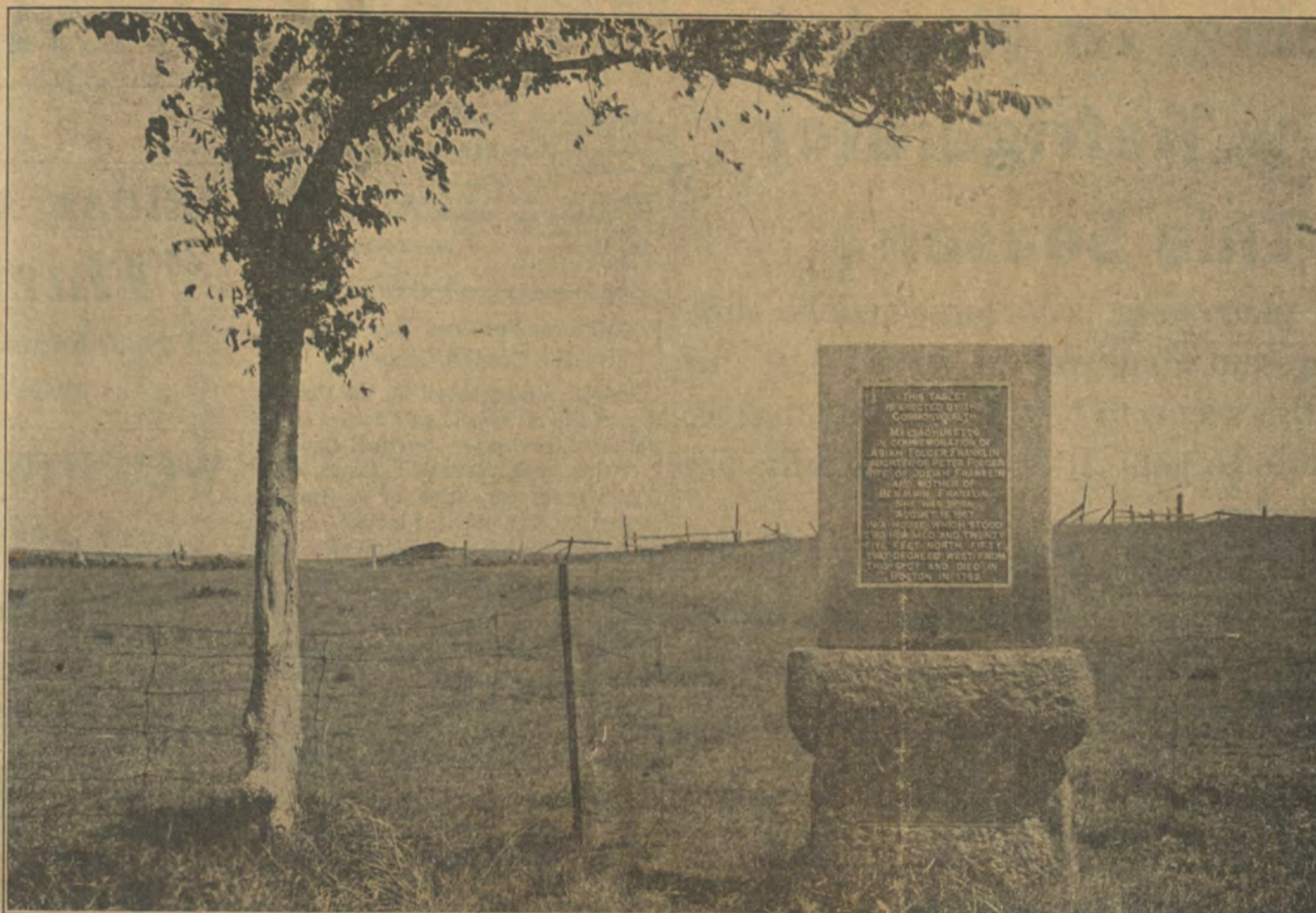
But curiosity led us to pursue our investigations further, and we learned that our great grand-uncle, returning safe from this episode, continued to follow the sea, and at a later period went to Dunkirk and sailed many years under the French flag. Also, that so far from having died a bachelor, he married a French woman, increased and multiplied, and the name of his descendants is Legion. We gave up the attempt to enumerate our French cousins, and it was just as well we did so, for we afterwards discovered beyond a doubt that their grandsire was no relation of ours at all; he was only a connection by marriage, having espoused as his first wife a great-grand-aunt of ours, who died childless, after which he expatriated himself, as before explained. In short, we had neither a claim upon the French for spoliation, nor for cousins, and not even for the mysterious disappearance of a kinsman. In our greed for more we have lost all we had, and even the tradition itself is no longer a source of pride.

We trust however that some of our readers will be more fortunate in their researches, but we would advise them to take things coolly, and not get excited with the expectation of immediate returns. As the estimates made in the Court of Claims are not to be final, there is a chance that the ball may be shuttle-cocked back and forth between that Court and the national Con-

gress, which of course involves time and further delay. Let them remember the chauncery suit of Jaundyce vs. Jaundyce, as a warning to restrain their impatience.

Dec. 20, 1884

62



WHERE PETER FOLGER'S HOMESTEAD STOOD AND DAUGHTER ABIAH WAS BORN

Birthplace of Ben Franklin's Mother.

[Winfield M. Thompson in Boston Globe.]

Beside the main road that extends over the rolling moors from Nantucket village to the northwestern point of the island, stands a drinking fountain with a bronze tablet above it.

The traveler who checks his horse at the fountain for a cool draft of clear water, learns from the inscription on the bronze that near this spot was born the mother of American philosophy and invention, in the person of Abiah Folger. Her celebrated son, Benjamin Franklin, must have partaken in large measure of the ruggedness of character imparted to his mother by the surroundings of her childhood.

On these open moors, not unlike the prairies of the great west, there was a breadth, and freedom, and self-reliance; a just sense of the responsibilities of life, of the wideness of the universe and the dignity of labor.

The Folgers were ever a sturdy, self-reliant, ingenious people. Abiah's father, Peter, the original settler of that name on Nantucket, was of more than common education, by comparison with the other settlers. Born in Norwich, Eng., he came to this country in 1635, when still a young man, with his father, John Folger. On the same ship was Rev. Hugh Peters, of unhappy memory, the preacher who succeeded Roger Williams when that divine's liberal views led to his banishment from Salem and Massachusetts, and who was hanged, cut down alive, drawn and quartered in London, for having consented to the death of Charles I.

In the family of the reverend regicide was a maid, Mary Morrell, serving without pay the time for which she was bound to her master, like a slave, under the iniquitous law of England. On her young Peter Folger looked with compassion. His sympathy was met with timid and boundless thanks. The result was foreordained. Young Peter Folger resolved to buy the release of the maid and marry her. They were betrothed on the voyage, and doubtless looked from the rail of their little tossing ship across the troubled waters of the Atlantic into the sunset with the resolve to make their mark in the great new world beyond the glowing horizon.

How well they did their part is told in the life of their grandson, Benjamin Franklin.

Peter and Mary Folger settled in Watertown. Thence about 1660 they removed to Marthas Vineyard, where Peter Folger was employed as a schoolmaster and surveyor. He had learned the Indian tongue, and was of great service to his employer and friend, the proprietor of the island, Thomas Mayhew. It was this Mayhew who owned Nantucket also, which he had received as a grant from an English nobleman, who had received it by royal gift, the king's claim to it being founded on Gosnold's discovery of the island in 1602.

Mayhew sold Nantucket to its 10 original settlers, who became its "proprietors." Quite naturally Peter Folger, the surveyor, was needed on the island, and thither he removed in 1662, with a family of eight children.

The whole island being owned by the proprietors, they assigned new comers to homesteads as they arrived. Peter Folger, not being a fisherman, and therefore not in need of living near the water, was given a plot of ground in "Roger's field," where the memorial of Abiah Folger now stands. Here doubtless he did farming to eke out a living for his family, for though the surveyor was the most skilled person in the community, he received scarcely any return in money for his labor.

The soil on Peter Folger's little farm was of the best on the island, but none so good at that, and Peter Folger must have had a stout heart to till it year after year along with his other labors.

One can only imagine what his house was like. It may have been of hewn timber, for there were then enough trees on Nantucket to furnish timber for houses. It may have been, on the other hand, of logs brought from the main. There is a chance that it was a frame house, duly shingled, as the oldest house on the island now standing, built in 1686, is of that character.

Whatever the rooftop that sheltered the mother of America's first philosopher, inventor and diplomat, the site was worthy of the beginnings of a nation. None but the strong of purpose would settle there. A bare isle 30 miles from the main was not the place for a weakling.

Peter Folger went to Nantucket relatively late in life, and Abiah was the only one of his children to claim the island as birthplace, a circumstance

that does not lessen today the degree of pride felt by many Nantucket Folgers in their name, and the Franklin connection.

How Josiah Franklin, the Boston widower with seven small children, met Abiah Folger of Nantucket, does not appear in history. She may have gone to Boston on a vessel, for a visit. She may have gone there to work.

The widower, casting about for a mother for his little ones, may have heard of the maid from some seafarer from the island.

Whatever the circumstances, Josiah Franklin married Abiah Folger when his first wife had been but six months dead, and took her to his little home on Milk street, Boston. Here with resolute purpose she took up the task of mothering seven children not her own and helping her husband in his business of tallow candle making.

As the years passed her family duties increased, for nearly every year brought her a child, until, on Jan. 17, 1706, the illustrious Benjamin was born, her sixth child and her husband's tenth son.

Franklin is quoted (with what correctness cannot be declared) as saying humorously that his mother went to church the morning he was born, became his mother in the intermission, and he was carried across the street (to the Old South) in the afternoon and baptized, so that he "attended meeting the whole of that day."

Standing in the Maddequet road at Nantucket, and looking at the tablet to the memory of Abiah Folger, one must feel keen regret that no portrait of Franklin's mother was preserved, and that so little is known of her. In his autobiography Franklin has but little to say of her, but what little he does say shows her to have been a worthy mother of such a famous son.

Speaking of his father's good health, he says: "My mother had likewise an excellent constitution. She suckled all her 10 children. I never knew either my father or my mother to have any sickness but that of which they died, he at 89 and she at 85 years of age."

Mrs. Franklin lived to see her son become prosperous as well as famous, for his discovery of electricity was made before her death. That Franklin was always a faithful son is clear. He maintained a correspondence with his mother to her last years. One of her last letters to him, fortunately preserved, gives a little glimpse of the sprightly spirit of the old lady, who describes herself as "very weak and short of breath—so that I cannot sit up to write, altho' I sleep well o'nights and my cough is better, and I have a pretty good stomach to my victuals." She adds: "Please excuse bad writing and inditing, for all tell me I am too old to write letters."

After his mother's death Franklin wrote his sister Jane, thanking her for having taken care of their mother in her old age and sickness, and adding, "She lived a good life, as well as a long one."

Franklin caused to be placed over his parents' grave in the Granary burial ground at Boston, a monument on which was a tablet with an inscription written by himself. This was replaced in 1827 by a more substantial granite shaft, which may be seen today, and the inscription, attesting the virtues of Abiah Folger Franklin, remains as it was written by Franklin.

The inscription on the bronze at Nantucket is as follows:

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In Commemoration of
ABIAH FOLGER FRANKLIN,
Daughter of Peter Folger,
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Benjamin Franklin.

She Was Born
August 15, 1667,
In a House Which Stood
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The faulty division of the lines in this inscription is overlooked by the interest of the subject matter. Unfortunately there is no marker on the tablet or its mounting to indicate to the stranger the direction in which to look for north, 52 degrees west. Underneath the drinking trough is an inscription indicating that the fountain was "given to the town of Nantucket by the Abiah Franklin Chapter, Daughters of the American Revolution, 1900.

The conflict of this statement with that above it, that the memorial was erected by the commonwealth, is not explained by either.

For the Inquirer and Mirror.

The House that Peter Built.

Mr. Editor:

I've read Mr. Dudley's letter with care, and conclude that his only aim is to secure additional proof that no mistake has been made in finding the spot where Peter Folger built the house in which Benjamin Franklin's mother was born. The late William C. Folger, Mr. Dudley and the writer are agreed on the spot; but there are others who wish to know how we obtained the knowledge that enabled us to define it. Mr. Dudley obtained his from Mr. Folger and others still living. My knowledge is of an earlier date, and much of it obtained from persons who have been long slumbering with the past. My first visit to the ground was with my father and uncle Jonathan, a few weeks previous to the declaration of war with England, in 1812. I was in the lot every year from that time until 1823, when I left the island. In 1820, I assisted my uncle Jonathan in making the hay produced in the lot. I was on the ground in 1832, '48 and '70—the last named year in company with the late Richard Swain, son of Hezekiah. He was also familiar with the history of the place. When I visited the ground in 1870, the lines of the cellar, over which the house once stood, could be easily traced, and I think the form of that cellar may yet be discerned. When the writer was there, early in September of the present year, the late William C. Folger had walked out with a visitor to show him the ground. Mr. Folger was so fatigued with his walk that he was unable to go into the lot, and the writer went with the visitor to the ground, stopped on the spot and made a signal to William C., which he recognized. On returning to the road and carriage, Mr. Folger said: "Charles, I believe that you stopped and stood on the very spot where Peter Folger built his house." The spot is near the northwest corner of the first lot north of the road, and a few rods west, southerly, from the sign, as stated by Mr. Dudley. After a short and pleasant conversation at the fence, my life-long friend Folger said: "I'm completely tuckered out," and then accepted from the writer a seat in the carriage, and was taken to his home in town.

CHARLES FOLGER SWAIN.

BROOKLYN, Dec. 1891.

[The writer of the above we believe to be the oldest living descendant of the original Folger, and his statements may be accepted as reliable and accurate in this matter.—Ed.]

"A Grandfather for Benjamin Franklin" Appears.

This week we have had the pleasure of perusing what we consider the best Nantucket book yet published. By that we mean a book in story form which embodies the true history of the island and does it in such a fascinating manner that every page brings the reader absorbing interest. It is the latest publication dealing with the real Nantucket of other days.

"A Grandfather For Benjamin Franklin" is from the pen of Florence Bennett Anderson (Mrs. Louis F. Anderson) an author thoroughly familiar with the island and its people, its traditions and its history. In this work she has surpassed all previous efforts, with the result that the public now gets an insight into the life and work of the great Peter Folger, father of Abiah Folger and grandfather of the famous Benjamin Franklin.

What surprised us, in perusing its pages, is that Mrs. Anderson was able to gather such a fund of authentic material relating to Nantucket history and to present it in such a delightful manner as she does in "A Grandfather For Benjamin Franklin". No one has ever done it before and the book shows how deep was her research, how she must have delved into the true history of Nantucket. Yet, withal, it is not a history, but a story—and a story that carries one back to the time when the first "boatload" of settlers saw the shores of Nantucket.

Peter Folger was a great man—a surveyor, a philosopher, a religious leader, a man who used honest diplomacy in dealing with mankind, whether Whites or Indians, and he had his troubles through life. Mrs. Anderson emphasizes the great influence which he had during the formative days on Nantucket, days when the early settlers struggled for their very existence. She writes not only of the trials and tribulations of the Nantucketers, but of the connections and associations which the islanders experienced along with the Massachusetts Bay colonists.

As we turned the pages of "A Grandfather For Benjamin Franklin" we marvelled at the accumulation of facts and anecdotes which Mrs. Anderson has woven into her story. Nothing like it has ever been presented before. There have been many Nantucket books issued during the last 75 years, but none that presents such a real story of the island and its early settlers. It is a story that could be gleaned only through many hours and days of careful research, by a careful analysis of the island records; and with an insight into the island's history and traditions; a combination of efforts that has produced a most remarkable volume.

"A Grandfather For Benjamin Franklin" is published by the Meador Company of Boston and is on sale at all book stores. Price \$2.00 per copy.

Aug. 24, 1940

Birthplace of Ben Franklin's Mother.

[Winfield M. Thompson in Boston Globe.]

Beside the main road that extends over the rolling moors from Nantucket village to the northwestern point of the island, stands a drinking fountain with a bronze tablet above it.

The traveler who checks his horse at the fountain for a cool draft of clear water, learns from the inscription on the bronze that near this spot was born the mother of American philosophy and invention, in the person of Abiah Folger. Her celebrated son, Benjamin Franklin, must have partaken in large measure of the ruggedness of character imparted to his mother by the surroundings of her childhood.

On these open moors, not unlike the prairies of the great west, there was a breadth, and freedom, and self-reliance; a just sense of the responsibilities of life, of the wideness of the universe and the dignity of labor.

The Folgers were ever a sturdy, self-reliant, ingenious people. Abiah's father, Peter, the original settler of that name on Nantucket, was of more than common education, by comparison with the other settlers. Born in Norwich, Eng., he came to this country in 1635, when still a young man, with his father, John Folger. On the same ship was Rev. Hugh Peters, of unhappy memory, the preacher who succeeded Roger Williams when that divine's liberal views led to his banishment from Salem and Massachusetts, and who was hanged, cut down alive, drawn and quartered in London, for having consented to the death of Charles I.

In the family of the reverend regicide was a maid, Mary Morrell, serving without pay the time for which she was bound to her master, like a slave, under the iniquitous law of England. On her young Peter Folger looked with compassion. His sympathy was met with timid and boundless thanks. The result was foreordained. Young Peter Folger resolved to buy the release of the maid and marry her. They were betrothed on the voyage, and doubtless looked from the rail of their little tossing ship across the troubled waters of the Atlantic into the sunset with the resolve to make their mark in the great new world beyond the glowing horizon.

How well they did their part is told in the life of their grandson, Benjamin Franklin.

Peter and Mary Folger settled in Watertown. Thence about 1660 they removed to Marthas Vineyard, where Peter Folger was employed as a schoolmaster and surveyor. He had learned the Indian tongue, and was of great service to his employer and friend, the proprietor of the island, Thomas Mayhew. It was this Mayhew who owned Nantucket also, which he had received as a grant from an English nobleman, who had received it by royal gift, the king's claim to it being founded on Gosnold's discovery of the island in 1602.

Mayhew sold Nantucket to its 10 original settlers, who became its "proprietors." Quite naturally Peter Folger, the surveyor, was needed on the island, and thither he removed in 1662, with a family of eight children.

The whole island being owned by the proprietors, they assigned new comers to homesteads as they arrived. Peter Folger, not being a fisherman,

and therefore not in need of living near the water, was given a plot of ground in "Roger's field," where the memorial of Abiah Folger now stands. Here doubtless he did farming to eke out a living for his family, for though the surveyor was the most skilled person in the community, he received scarcely any return in money for his labor.

The soil on Peter Folger's little farm was of the best on the island, but none too good at that, and Peter Folger must have had a stout heart to till it year after year along with his other labors.

One can only imagine what his house was like. It may have been of hewn timber, for there were then enough trees on Nantucket to furnish timber for houses. It may have been, on the other hand, of logs brought from the main. There is a chance that it was a frame house, duly shingled, as the oldest house on the island now standing, built in 1686, is of that character.

Whatever the roof-tree that sheltered the mother of America's first philosopher, inventor and diplomat, the site was worthy of the beginnings of a nation. None but the strong of purpose would settle there. A bare isle 30 miles from the main was not the place for a weakling.

Peter Folger went to Nantucket relatively late in life, and Abiah was the only one of his children to claim the island as birthplace, a circumstance that does not lessen today the degree of pride felt by many Nantucket Folgers in their name, and the Franklin connection.

How Josiah Franklin, the Boston widower with seven small children, met Abiah Folger of Nantucket, does not appear in history. She may have gone to Boston on a vessel, for a visit. She may have gone there to work.

The widower, casting about for a mother for his little ones, may have heard of the maid from some seafarer from the island.

Whatever the circumstances, Josiah Franklin married Abiah Folger when his first wife had been but six months dead, and took her to his little home on Milk street, Boston. Here with resolute purpose she took up the task of mothering seven children not her own and helping her husband in his business of tallow candle making.

As the years passed her family duties increased, for nearly every year brought her a child, until, on Jan. 17, 1706, the illustrious Benjamin was born, her sixth child and her husband's tenth son.

Franklin is quoted (with what correctness cannot be declared) as saying humorously that his mother went to church the morning he was born, became his mother in the intermission, and he was carried across the street (to the Old South) in the afternoon and baptized, so that he "attended meeting the whole of that day."

Standing in the Maddequet road at Nantucket, and looking at the tablet to the memory of Abiah Folger, one must feel keen regret that no portrait of Franklin's mother was preserved, and that so little is known of her. In his autobiography Franklin has but little to say of her, but what little he does say shows her to have been a worthy mother of such a famous son.

Speaking of his father's good health, he says: "My mother had likewise an excellent constitution. She suckled all her 10 children. I never knew either my father or my mother to have any sickness but that of which they died, he at 89 and she at 85 years of age."

Mrs. Franklin lived to see her son become prosperous as well as famous, for his discovery of electricity was made before her death. That Franklin was always a faithful son is clear. He maintained a correspondence with his mother to her last years. One of her last letters to him, fortunately preserved, gives a little glimpse of the sprightly spirit of the old lady, who describes herself as "very weak and short of breath—so that I cannot sit up to write, altho' I sleep well o' nights and my cough is better, and I have a pretty good stomach to my victuals." She adds: "Please excuse bad writing and inditing, for all tell me I am too old to write letters."

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The faulty division of the lines in this inscription is overlooked by the interest of the subject matter. Unfortunately there is no marker on the tablet or its mounting to indicate to the stranger the direction in which to look for north, 52 degrees west. Underneath the drinking trough is an inscription indicating that the fountain was "given to the town of Nantucket by the Abiah Franklin Chapter, Daughters of the American Revolution, 1900."

The conflict of this statement with that above it, that the memorial was erected by the commonwealth, is not explained by either.

Correspondence Inquirer and Mirror.

NO FRANKLIN BLOOD!

MESSRS. EDITORS:—Your correspondent who hides behind the suggestive "Q. E. D.," says there is "no Franklin blood on Nantucket." Who cares, so long as there is plenty of Folger blood! Nobody ever declared there was any Franklin blood, and when any one of the many Nantucketers who are blood relations—though distant—of the philosopher whom Theodore Parker declared "the greatest man America ever produced," which we do not deny, claimed him to be a relative, he simply meant to say that both were descended from Peter Folger, the school-master of Nantucket's early days—that both had Folger blood in their veins. Without disparaging the Franklin drop, it was enough to say of Benjamin Franklin that he was as much a Folger as a Franklin, and if the evidence, never wanting, that in every generation since his day the best characteristics of Dr. Franklin were to be seen among his relatives on the mother's side, and that his very physique has been again and again reproduced among the Folgers of Nantucket, is of any account, the fact is already proved that while Mr. Franklin was a man of ordinary ability, Abiah Folger, his wife, was his superior in physique, mentality and education, and, in accordance with the divine laws of heredity and descent, Benjamin received the Folger traits in large degree, so that while the Franklin blood crops out in the impecunious proverbs of "Poor Richard," the Folger in him reaches flood tide, after years of struggle, and bears him on to philosophical success and world-wide fame.

Well may Nantucketers cherish the blanket his mother was wrapped in when a babe, for the child Abiah was mother of the man Benjamin to such an extent, that as an ancestor worth having, she leaves his paternal progenitor far out of sight.

And as for Benjamin's being born in Boston—well—that was next to being born on Nantucket, as his mother was; for Boston was not the "hub" till after Oliver Wendell Holmes was born, if I am rightly informed. And by the way, in the recently published Life of Professor Silliman we read, under date of Thursday, 22d May, 1801, this interesting item (interesting to the Folgers, I mean): "We breakfasted with Dr. Morse (in Charlestown), and he waited upon us back to Boston. I then called upon Dr. Eliot, brother of our Mr. Eliot. He showed me much attention; conducted me to the Historical Library and Museum, introduced me to a number of respectable gentlemen, and showed me the house where Dr. Franklin was born. The Doctor's mother, it seems, went to church in the forenoon, became his mother in the intermission and the infant was baptized in the afternoon, so that the Doctor used humorously to say that he attended meeting the whole of that day." Whatever this may indicate in regard to the piety of Mrs. Abiah Folger Franklin, it shows that she was not wanting in perseverance and enterprise, and were not those traits marked in her son?

The fact is undeniably evident that all those who have Folger blood in them may rightfully claim kinship to Benjamin Franklin, if they care to do so, but nobody will ever think of weeping over the fact that there is no Franklin blood on Nantucket, so long as there is plenty of that which has proved itself, in the march of the generations, better blood than that. And Franklin's descendants, the few that are left, may rejoice over the fact that his mother was a Folger, and so they are related to the many descendants of Peter Folger, who have deserved respect and even distinction during the two hundred years that have elapsed since he was the interpreter with the Nantucket Indians, and the surveyor for the early settlers.

After all, some may ask, why this talk about ancestry? While the Great Dramatist tells us that "One touch of Nature makes the whole world kin," and the Great Apostle says that God hath made of one blood all nations of men for to dwell on all the face of the earth," shall we not give up this tracing of lineage, and settle down into thinking one clan as good as another? Not at all. One man may be as good as another, if he is as good. Each human soul is of vast account in the sight of the Almighty, but there's an immeasurable difference between George Washington and Benedict Arnold, between Judas Iscariot and the Apostle John. Who would not rather trace descent from a Lucretia Mott than a Lucretia Borgia; from Henry Martyn, than from Henry VIII! Nantucketers are justified in a judicious pride of ancestry, and it is hoped the rising generation and their children and children's children will so live and work and develop the best traits they inherit from the far-away early settlers, that some day, when the lineal descendants of Dr. Franklin, if there are any then, will be able not only to say that which is true, "we had a worthily renowned ancestor," but also, "and the descendants of his mother's father have shown to us the source of his most excellent characteristics, by their equal success and commensurate fame. We are glad that we are descended from Nantucket stock."

And all those who, like myself, are descended from Peter Folger, will say, "Amen."

P. A. H.

JERSEY CITY, N. J., Sept. 9, 1890.

AUG. 20, 1910

For the Inquirer and Mirror.
The Nantucket Ancestry of Benjamin Franklin.

Mr. Editor:

The record is familiar to those who are interested in the local history of the island and to many visitors, but it will bear re-telling, especially in connection with the placing of a mark on the spot where Franklin's mother was born. This spot is in plain sight on the right hand side of the Maddequet road, about half a mile beyond the outskirts of the town. It is located on Mr. Allen Smith's farm. The Nantucket Improvement Association have just put a sign on this spot, with the following inscription:—"Site of the house in which Abiah Folger, mother of Benjamin Franklin, was born, August 15, 1667. Located by William C. Folger."

The following record of the Folger family, or the branch of it to which Franklin belonged, is gleaned from the genealogical records of William C. Folger:

John Folger, of Norwich, England, with his son Peter, came to this country in 1635. On the same ship with them was the family of Rev. Hugh Peters. Among the reverend's household was one Mary Morrell, Mrs. Peter's serving maid, fair and bright-eyed. Vicinage in cramped quarters on a long passage was too much for Peter and Mary. They were betrothed before the passage was over. Sometime previous to 1648, the date of their first child's birth, they were married. When the father and son reached the colonies, they settled in Watertown, Massachusetts. The father soon became one of the prominent citizens of the town. This is evident from the fact that when the family moved to Martha's Vineyard, he was detained for a time by his duties in the General Court of the colony, as representative of Watertown. The family moved to the Vineyard some time previous to 1660, with Thomas Mayhew, jr. Peter at once found employment as a school teacher and land surveyor. He also assisted Mr. Mayhew in his work among the Indians.

John Folger died at Edgartown in 1660. His widow whose maiden name was Meriba Gibbs, was living in 1663. Whether she was his first wife who had come with him from England, or his wife by a second marriage does not appear from Mr. Folger's records. In 1662-63, Peter was on Nantucket surveying land; and on the Fourth of July, 1663, the Island proprietors voted to give him one-half a share of land if he would move to Nantucket, and serve as Indian interpreter, and land surveyor. Peter accepted this offer, and land was assigned to him at what was then known as Roger's Field, on what was known at a later date as the Jethro Folger Lane, now a portion of the Maddequet Road. Peter died in 1690. Mary, his widow, died in 1704. The children numbered nine, not a large family for those times:—1. Eleazar, born 1648; married, 1671, Sarah Gardner, daughter of Richard; died 1716. 2. Joanna, married John Coleman, son of Thomas; died 1719, 5th month, 18th day. 3. Bethiah, married John Barnard, Feb. 26, 1668-9; both drowned in June 1669. Dorcas, married James Pratt; died 1675. 5. Patience, married (1) Ebenezer Harker, (2) James Gardner; died, 1718, 1st month o. s. 6. Bethshua, married Joseph Pope, jr., Salem Village, Mass., 1698. 7. John, born 1659; married Mary Barnard, daughter of Nathaniel; died 1732, 8th month, 23d day. 8. Experience, married John Swain, jr., son of John; died 1739, 6th month, 4th day. 9. Abiah, born August 15, 1667; married Josiah Franklin, being his second wife, died 1752. She was the mother of Benjamin Franklin.

M. S. D.

Talk On Franklin's Mother Given Group

One of the most remarkable facts about Abiah Folger Franklin, mother of Benjamin and a native Nantucketer, Mrs. Leroy True believes, is that except for a scattering of old and yellowed news clippings, occasional references to her in books and more recently a magazine article, little is known of the statesman's mother.

Speaking in the Friend's Meeting House Tuesday to visitors and members of the Nantucket Historical Association, Mrs. True said that one must look to the woman's family, her mother and father, and her background to discover just what kind of a person was this woman who lies buried in Boston.

In delving into the life of Abiah Folger Franklin, Mrs. True said, one must go back to the pre-Elizabethan Age to pick up the Folger name, then spelled Folgier. Originally a Flemish family, she continued, they settled in the wool port of Norwich, England to escape the religious restrictions they found earlier in Spain. The family came, said Mrs. True: "to interpret the Bible according to its own light."

It was in Norwich in 1593 that John Folger, Abiah's grandfather was born. The family, according to Mrs. True, was "God fearing" and well educated for that time. At the age of 20 John Folger married. In 1617 Peter was born and later a sister, Ruth. The children were instilled in the simple and devoted faith of their parents. In 1635 Peter's thoughts turned to the new world, and in that same year, Mrs. True told her audience, he transformed his thoughts to deeds and set sail for this country.

Though he wasn't to marry until nine years later, the speaker said, it was on this voyage that Peter met Mary Morrill, his future wife, who at that time was bound to serve a master here.

History records that Peter met Thomas Mayhew in 1638 in Watertown. Eventually he went with

him to Martha's Vineyard, but not until he built a reputation as a preacher, blacksmith and Indian interpreter. Peter, Mrs. True said, was a highly respected man who practiced in his relations with others his own religious beliefs. For a period of two years preceding 1664, he and his family lived in Newport, R. I. It was upon return here that Abiah was born. And she, too, Mrs. True continued, was brought up in the ideals of the family.

It's believed she met Josiah Franklin on a trip to Boston to visit a friend. At any rate, he was a widower and the father of seven children. To them were born six more children. Franklin was born and christened all in one day on Jan. 17, 1706.

The inventor and one time printer's devil recalled later, Mrs. True said, that it was a chilly day in Boston at the time, so chilly in fact that the baptismal water had frozen in the Old South Church that day.

Abiah, considered a woman in advance of her time, Mrs. True said, saw to it that her children had sound religious training and a good education. She taught them to read herself.

Mrs. True noted that no picture of this hardworking woman has been discovered, but it's believed that Benjamin bore a strong resemblance to her.

At the close of the meeting it was announced that the next lecture will be held in Bennett Hall at 8 p.m. Tuesday when Lieutenant-Commander Dorothy Richards, USN will speak on the Trust Territory of the Pacific Islands.

Aug. 13, '56

Mrs. True Talks to High School About Abiah Folger Franklin.

The students at Nantucket High School received a special treat in the Wednesday assembly when they heard Mrs. Leroy True lecture on Mrs. Abiah Folger Franklin, mother of Benjamin Franklin, and one of Nantucket's most illustrious natives.

Mrs. True pointed out in the beginning of her talk that there are few primary sources of information on this Nantucket native and that any information comes from diaries and letters of others of her generation.

Mrs. True traced the ancestry of Abiah Folger, giving the historical background that surround the coming of the first settlers to Nantucket. Through historical deduction the early childhood conditions of Ben Franklin's mother were recreated. Abiah Folger wed Josiah Franklin (a widower) in 1690 and Ben Franklin was born on January 6, 1706. Abiah was able to impart the rudimentary educational skills to her children before they entered school since her own education was superior to that of other women of the day.

The lessons in character training which Abiah Folger Franklin imparted to her children can never be truly estimated but can certainly be gauged by the outstanding quality of her children, the most notable being, of course, Benjamin Franklin.

Feb. 15, 1958

Mr. Editor:

In regard to the communication in last week's issue of your paper from Mr. Swain, of Brooklyn, concerning the location of the house in which the mother of Franklin was born. The spot indicated by the late William C. Folger is a few rods west and south of the sign put up by the Nantucket Improvement Association. The sign was put on the spot where it stands for reasons, though it is not exactly on the spot designated by Mr. Folger.

Mr. Folger visited the locality with the writer a year ago last May or June. He then stated that he had not seen it before in several years. He was evidently a little uncertain as to the precise spot on which the house stood, travelling over the field next the Madequet road, and the one north of and along the slopes of high ground west of the ridge on which the sign stands. He finally fixed upon a spot in the field next the road, the northern side not far from the northwest corner. It was low ground, almost the lowest in that portion of the field. The writer marked it with a small stake driven well into the ground. The stake may still be there. If Mr. Folger went again to this locality this year, he would, very likely, fix upon the spot, as there was no great interval of time between this and his previous visit.

The next step was to seek other clues as to the actual site of the house. During Mr. Folger's conversation with the writer, there was reference to a spring used by the occupants of the house. There are no present signs of this spring. Mr. Folger located it in the lot now owned by Allen Smith, which, however, has been managed for some years by his son, W. H. H. Smith. The latter was sought for information. He had known of a spring in the low ground north of the ridge where the sign was put up, no great distance from the same. Then Mr. Smith was asked about signs of habitation when the ground in his lot was broken up. This land has been under the plough several times during the time he has managed it. He has always turned up broken bricks and kitchen shreds about the ground near the sign, near the fence between his land and that of David Folger, Esq.

The writer looked over this ground carefully, and found two or three pieces of broken brick, also fragments of china ware. Between this spot and that fixed upon by Mr. Folger there is only the difference of a few rods. All of this land, now divided in ownership, belonged to David Folger. His house was the only one standing upon this land. Mr. W. C. Folger was clear as to the locality; a little uncertain as to the exact site of the house. The evidences from the soil pointed to a spot a short distance to the east of that fixed upon by him, near the boundary fence between the fields of the present owners. This sign was put near this spot, close by the line fence, as it would be protected from the rubbing of cattle, and would not interfere with cultivation of the land.

The conclusion in which all agree is that the house was located in this portion of the land deeded by the town to Mr. Folger. A careful search for the spring which Mr. Smith thinks was curbed with stone would be of service in fixing upon the precise spot. If it were lined with stone, a few hours' probing with a sharp-pointed steel rod would, probably, bring it to light.

MYRON S. DUDLEY.
Nantucket, Nov. 30, 1891.

DECEMBER 5, 1891.

Written for the Inquirer and Mirror.

The Birthplace of Benjamin Franklin's Mother.

In the year 1663, the proprietors of Nantucket conveyed to Peter Folger, of Martha's Vineyard, one-half share of their common and undivided land. The consideration was that he should reside on the island and serve the people as miller, weaver and surveyor, for which he would receive pay. He also acted as interpreter for the Indians. The most western inclosed field and lots on both sides of the road leading from town past the Friends' burying-ground, and westward, are parts of the land then chosen by Peter Folger. Near the northwest corner of the last lot on the right, when going from town, Peter built the house in which his daughter Abiah, the mother of Benjamin Franklin, was born. After the death of Peter Folger, that house and lot, with other land near it, passed to his son Eleazer, then to his grandson, Eleazer the second, next to Margaret Folger Swain, daughter of the second Eleazer Folger, and from Margaret the property went to her son, the late Jonathan Swain, who in 1831 sold it to Charles G. Stubbs. Thus it will be seen that the property remained in the Folger family one hundred and seventy-one years, passing down in a direct line, as Jonathan Swain was the great great grandson of Peter Folger.

The house remained on the ground and was occupied in the memory of Margaret Folger Swain, my grandmother, who was a second cousin of Benjamin Franklin, and handed down to her children the unwritten history of earlier days. It was my uncles Jonathan and Hezekiah, and my father, who pointed out to me the spot where the house stood, and told me that they learned it from their mother.

During the past summer I was on the ground with the late William C. Folger, and with us there was no difference of opinion as to the place where the house once stood.

Though only traditional, I believe this to be the best record and history of the place where Benjamin Franklin's mother was born.

CHARLES FOLGER SWAIN.

BROOKLYN, November 17, 1891.

[The above facts were brought out through a correspondence between David Folger, Esq., and Mr. Swain over the question of the location of Peter Folger's dwelling.—ED.]

Benjamin Franklin.

Benjamin Franklin had a birthday this week Wednesday, 17th. He left no legitimate descendants. His mother (Abiah Folger) Franklin was born in Nantucket and was the daughter of Peter Folger. She was the second wife of Benjamin's father. The autobiography of Franklin contains allusions to his unmarried life which but few men would have written of themselves. But for his own pen few would have known of the weaker and worldly side of his career. He was intensely human and loved the garish day, yet he was not a moral wreck; and, leaving behind the grosser practices of impurity in the social life to which he had gravitated, he attained to the loftiest ideals of patriotism, statecraft, and philosophy, and wrote down for generations yet to come, maxims and rules of conduct that shall stand for ages, as the choicest gifts to mankind. Why did he pen the real story of his life? Only that it might be truthfully told by the one only who could tell it. His genius was unquestioned; his contributions to science uncontested; his literary originality unimpeached; his brilliancy at the Court of France had eclipsed the diplomatic stars of other nations; and he was the most conspicuous personality of the world of enlightenment; but the telling of incidents in his life which moralists even then reproved, is the crowning act of a great man—the greatest which this world has any reliable record of. That he loved and

Correspondence Inquirer and Mirror.

No Franklin Blood in Nantucket.

From virtue first began
The difference that distinguished man from man:
He claimed no title from descent of blood;
But that which made him noble made him good.
DRYDEN.

An obituary notice of Mr. Andrew M. Folger in your paper three or four weeks ago, claimed credit for him because of a supposed kinship with Benjamin Franklin. Everybody in Nantucket makes the same claim. If it were so, the great philosopher was the one who received honor. For Andrew M. Folger and his father Paul Folger, were men of fine moral sensibility and a higher standard of morals in conduct than the worldly-wise great man. But indeed, he, the revered of the civilized world, is entitled to no honor because of any superior virtue of any of his forty thousand cousins, nor is his reputation to be abated because of their vagaries or crimes—if any there be of either. He is only a cousin far off beyond count; he is not the ancestor of anybody in Nantucket.

The partial transmission of qualities in lineal descent (although ably disputed by Buckle, in his "History of Civilization," p. 127) is generally recognized by writers on physiology. But this is only lineal, not collateral, not *sidewise*. Streams run down hill, not *across* lots. The dilution of good blood in its prolonged, indefinite, qualifying transmission, mingling the honesty of one relation with the cheatery of another, bravery in one, and cowardice in another, its depravation by corruption of all sorts make collateral connection of blood unreliable and proving nothing as to kinhood and character.

There have been collateral relations of the wonderful man whose fellowship he would have accepted with respect, simply because of their being honorable men; and there have been those whom he would not allow to buckle his shoe. But of these he was not the lineal ancestor. The lineal, blood-kin descendants of Dr. Franklin are not in Nantucket. They are in Philadelphia. It is familiar knowledge, that Dr. Franklin was born in Boston in 1706; had good cause not to like the people who were around him, and laudably fled, "the world all before him, and Providence his guide." He drifted alongshore, and brought up at Philadelphia. There he married Deborah Read. They had a daughter Sarah, who married a Bache, and thereby the Franklin blood is in a straight line perpetuated. Dr. Franklin also acknowledged as his son, William Franklin, who was made Governor of New Jersey, but in the Revolution was a loyalist, and thereby highly incensed his father. No Franklin blood is in Nantucket.

Q. E. D.

Boston, Sept. 1, 1880.

venerated his mother and his mother's relatives in Nantucket is a matter of record. It is to the honor of our island that the site of the house where his mother was born, has been marked by the erection of a drinking fountain for both man and beast. The site of his own birthplace on Milk street opposite the Old South meeting house in Boston is also marked. Looking down the illuminated vista of two centuries through the lens of impartial history, Benjamin Franklin is the one prominent American whom the world recognizes as truly great. From the poor tallow chandler's son, whose baby footsteps first echoed along the classic streets of our Modern Athens, to the diplomat who treated with the crowned heads of Europe, his star never waned, but increased with such gentle and genuine effulgence, that it melted away into the brilliancy of the day-star which shall never set. Statues and monuments have been reared and lives and histories of this descendant of Nantucket, have been written without number, yet the name of Franklin and his character have never been overestimated nor overdrawn. No other name so truly and amply represents the genius of America—past, present and future—as attested by the numerous towns, counties, corporations and institutions, which bear the name of Franklin.

For the Inquirer and Mirror.

A little more History from the veteran Capt. Edmund Gardner.

"Since I wrote a note to thee on affairs that had transpired on my native isle, some few things have been fresh in my mind and I think they are worth saving, and if not, they are easily burned, which will be a quietus. I will now mention what I had from B. F. Folger. Being near the house of Obadiah Folger, some repairs were being made. Franklin told me the house was his Great Grandfather's, Eleazer Folger; it then descended to Barzillai. While in the occupancy of Eleazer he kept, probably, the first tavern ever established on the island. Easter, a maiden daughter, was uncivilly treated by a sojourner, which so incensed the father, that he cut the sign post down, and never more kept a tavern. At the time Franklin gave me the foregoing facts, the sign was in the attic of the house occupied by Obadiah Folger. When Barzillai Folger, senior, died, the house descended to Obadiah and his sister Eliza, and they occupied it all of my boyhood, and as long as they lived. I am now told that it is occupied as a summer residence. This Folger family was a very remarkable one. Some thirty years since, or more, a doctor from some interior town, wrote to Dr. Bartlett of this place, making the inquiry, "if sailors lived as long as others." The Dr. called on me and showed me the letter he wrote my

er, Charles Gardner of Nantucket, desiring him to make inquiry as to the early business of Walter Folger, Sr., Barzillai Folger, Gilbert Folger, Tristram Folger and Obadiah Folger. I was personally acquainted with them all. My brother made the inquiry, and informed me that they were all mechanics, all followed the sea, and were all ship masters, and their average age was 82 years. When I showed the account to the Dr. he thought that would settle the question. I then informed him that my father was a mechanic, and followed the sea until the revolution commenced, but never went more; lived till near 94 years of age, which goes to establish the fact, that seafaring men that pursue a strictly temperate life in all things, live as long as others, or landsmen. Two men that have been sailors with me are now living, one 84, and the other more than 80." We presume the latter to be George Swain Esq., who is 82, well and hearty; was with Capt. Gardner in the ship Winslow of New Bedford, and sailed for the Pacific Ocean in 1815; may he live a thousand years. "But," says Capt. Gardner, "Jack-tar sailors are short lived; being much exposed to dissipation, and careless of themselves. My father made me a visit in 1828; he was then 92 years old, had not been off the island of Nantucket for 54 years. When last in New Bedford there were two houses, and the third building. In 1807 I sailed in ship Union; at that time there were forty-eight ships (and to that year had never lost one) and that year four were lost, being one-twelfth of the ships belonging to the island, the Commerce, Cato, Union, and the name of the other has escaped my recollection. My items may not be worth preserving, but they are easily disposed of."

From thy friend and still a Nantucketer,

EDMUND GARDNER.

We can assure the captain that all such matters, which relate to, and are indeed a part of the history of his native isle, as he has, at different times communicated, are very interesting to Nantucketers at least.

W. R. E.

Nov. 1893

Jan. 23, 1903

Correspondence Inquirer and Mirror.
NO FRANKLIN BLOOD:

Messrs. Editors.—Your correspondent who hides behind the suggestive "Q. E. D.," says there is "no Franklin blood on Nantucket." Who cares, so long as there is plenty of Folger blood! Nobody ever declared there was any Franklin blood, and when any one of the many Nantucketers who are blood relations—though distant—of the philosopher whom Theodore Parker called "the greatest man America ever produced," we do not deny, claimed him to be a relative, he simply meant to say that both were descended from Peter Folger, the school-master of Nantucket's early days—that both had Folger blood in their veins. Without disparaging the Franklin drop, it was enough to say of Benjamin Franklin that he was as much a Folger as a Franklin, and if the evidence, never wanting, that in every generation since his day the best characteristics of Dr. Franklin were to be seen among his relatives on the mother's side, and that his very physique has been again and again reproduced among the Folders of Nantucket, is of any account, the fact is already proved that while Mr. Franklin was a man of ordinary ability, Abiah Folger, his wife, was his superior in physique, mentality and education, and, in accordance with the divine laws of heredity and descent, Benjamin received the Folger traits in large degree, so that while the Franklin blood crops out in the impecunious proverbs of "Poor Richard," the Folger in him reaches flood tide, after years of struggle, and bears him on to philosophical success and world-wide fame.

Well may Nantucketers cherish the blanket his mother was wrapped in when a babe, for the child Abiah was mother of the man Benjamin to such an extent, that as an ancestor worth having, she leaves his paternal progenitor far out of sight.

And as for Benjamin's being born in Boston—well—that was next to being born on Nantucket, as his mother was; for Boston was not the "hub" till after Oliver Wendell Holmes was born, if I am rightly informed. And by the way, in the recently published Life of Professor Silliman we read, under date of Thursday, 22d May, 1801, this interesting item (interesting to the Folders, I mean): "We breakfasted with Dr. Morse [in Charlestown], and he waited upon us back to Boston. I then called upon Dr. Eliot, brother of our Mr. Eliot. He showed me much attention; conducted me to the Historical Library and Museum, introduced me to a number of respectable gentlemen, and showed me the house where Dr. Franklin was born. The Doctor's mother, it seems, went to church in the forenoon, became his mother in the intermission and the infant was baptised in the afternoon, so that the Doctor used humorously to say that he attended meeting the whole of that day." Whatever this may indicate in regard to the piety of Mrs. Abiah Folger Franklin, it shows that she was not wanting in perseverance and enterprise, and were not those traits marked in her son?

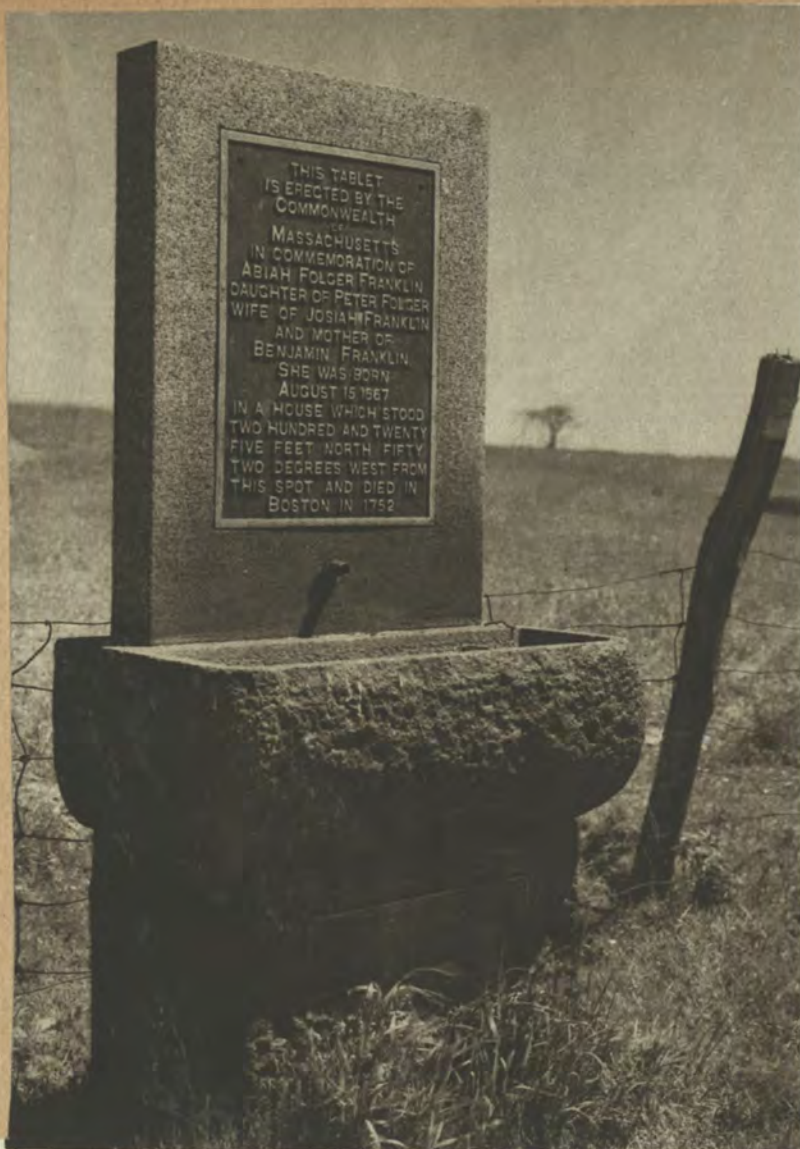
The fact is undeniably evident that all those who have Folger blood in them may rightfully claim kinship to Benjamin Franklin, if they care to do so, but nobody will ever think of weeping over the fact that there is no Franklin blood on Nantucket, so long as there is plenty of that which has proved itself, in the march of the generations, better blood than that. And Franklin's descendants, the few that are left, may rejoice over the fact that his mother was a Folger, and so they are related to the many descendants of Peter Folger, who have deserved respect and even distinction during the two hundred years that have elapsed since he was the interpreter with the Nantucket Indians, and the surveyor for the early settlers.

After all, some may ask, why this talk about ancestry? While the Great Dramatist tells us that "One touch of Nature makes the whole world kin," and the Great Apostle says that God hath made of one blood all nations of men for to dwell on all the face of the earth, shall we not give up this tracing of lineage, and settle down into thinking one clan as good as another? Not at all. One man may be as good as another, if he is as good. Each human soul is of vast account in the sight of the Almighty, but there's an immeasurable difference between George Washington and Benedict Arnold, between Judas Iscariot and the Apostle John. Who would not rather trace descent from a Lucretia Mott than a Lucretia Borgia; from Henry Martyn, than from Henry VIII? Nantucketers are justified in a judicious pride of ancestry, and it is hoped the rising generation and their children and children's children will so live and work and develop the best traits they inherit from the far-away early settlers, that some day, when the lineal descendants of Dr. Franklin, if there are any then, will be able not only to say that which is true, "we had a worthily renowned ancestor," but also, "and the descendants of his mother's father have shown to us the source of his most excellent characteristics, by their equal success and commensurate fame. We are glad that we are descended from Nantucket stock."

And all those who, like myself, are descended from Peter Folger, will say, "Amen."

P. A. H.

JERSEY CITY, N. J., Sept. 9, 1880.



FOUNTAIN IN THE FIELDS This memorial to Benjamin Franklin's mother, who was born in Nantucket in 1667, is one of the few reminders of the ancient town of "Sherburne," long disappeared. It is situated in a strategic spot for thirsty horses, far out in the windswept plains, but there are none to drink from it in this mechanized age, and it is bone dry.

Correspondence Inquirer and Mirror.
WEST ROXBURY, Sept. 9th, 1880.

Messrs. Editors.—You and your Boston correspondent will please allow me to say that the remarks made in the brief obituary of Mr. A. M. Folger, which relates to his family connection with Benjamin Franklin, is strictly true. The obituary did not say that he was a direct descendant of Franklin, but that, "on the side of both his grandfather and grandmother he was a direct descendant of the original Peter Folger and Thomas Macy, and through both his grandparents was related to Benjamin Franklin." His grandfather was the fifth in a direct line of descent from Peter Folger, and his grandmother was the sixth in another direct line of descent from the same, and Benjamin was the second in a direct line, and therefore he was "related" to Franklin, and the obituary speaks the truth.

W. R.

Sept. 18, 1880

No Franklin Blood.

Messrs. Editors.—I have serious objections to a *nom de plume*, and should prefer to know with whom I am dealing when I reply to "Q. E. D.," but perhaps it is of little consequence, and of the two I should prefer fair dealing even to a well-known name. I am not at all convinced that it is better to have Franklin blood than Folger blood. And "Q. E. D." need not fling at me the couplet:

Convince a woman against her will,
 She's of the same opinion still.

because it would not terrify me in the least. My will is to be assured of truth, and then to defend it, even at the risk of any change of opinion.

As for his statement that the preference for Peter Folger for an ancestor is "a descent from the sublime to the ridiculous," his saying so does not make it so. The burden of proof rests on him. But I will not condemn him to the task of proving it. If he told the whole truth it would be seen that while Franklin was great, his grandfather Folger was morally a greater man, to say the least. When "Q. E. D." says that my quotations were irrelevant, and the story of Franklin's birth and christening an "immodest story," he simply enables one to gauge his own character. He only gives an opinion, which probably Prof. Silliman and his biographer would heed no more than myself. I have never yet told such a story, and having past my half-century birthday am not likely to begin now to do so. "Q. E. D." would do well to state truthfully what I did say, or what Prof. Silliman said, and I quoted, *verbatim et literatim*, with the accompanying "irrelevant" (?) words. Nobody said Mrs. Abiah Folger Franklin went to meeting in the afternoon of the day when

her son Benjamin was born. Certainly Prof. Silliman, who was the only one that mentioned the word "afternoon," meant no such thing. The words of "Q. E. D." then, in regard to "savagery in the Pacific islands and insanity" are needless. He speaks of Napoleon twice—the great warrior, but mean, immoral man! does he not call to mind the fact that Napoleon's mother, as well as Franklin's, attended church the same day on which her son was born? In a Boston edition of the Memoirs of Napoleon, translated from the French of M. V. Arnault and others, printed in 1833, may be found this paragraph; "Napoleon was born about noon on the 15th of August, on the day of Assumption, in the year 1769, or as some have asserted, in 1768. His mother, who was possessed of great bodily energy, wished to attend mass, on account of the solemnity of the day, and, being taken ill at church, was delivered on her return home before she could be conveyed to her chamber. The child, as soon as it was born, was laid on the carpet, an old-fashioned article representing at full length the heroes of fable—this child was Napoleon." Possibly "Q. E. D." may not admire this story, and probably he has been greatly disturbed by the various newspaper accounts of the birth of the Spanish Infanta; and I should not wonder if he declined to read of the birth of him who was "wrapped in swaddling clothes and laid in a manger." Let him not be "more nice than wise." I commend to his notice the French proverb, "*Honi soit qui mal y pense*," which being translated, means "Evil to him that evil thinks;" and I would refer him also to the Apostolic aphorism, "To the pure all things are pure." He who holds motherhood to be sacred, can never call the narration of circumstances which cluster round the solemn sacrament of a soul's birth into this world and therefore for the world beyond, "an immodest story."

That some dispute the long accepted ideas in regard to hereditary descent is not strange. (*Vide The Unitarian Review* for the summer of 1880.) But the descendants of Peter Folger have largely defended the doctrine of a law of heredity; one of these, —the lamented Lydia Folger Fowler, M. D. (the wife of the well-known phrenologist, L. N. Fowler)—has written and spoken extensively on this point, and the "knowing Folders," however "lazy" they may be in some directions, have been sufficiently active and industrious to show that Franklin need not be ashamed of his cousinship to them, and that they still may claim the best part of the great statesman and philosopher for "the Folger side," since his traits which were valuable were identical with those of others who were descendants of Peter Folger.

He was no *sui generis*, but he was a thinker with executive ability—therefore a *rara avis*—therefore a man to be prized and praised. A writer says, "Franklin was the American master of aphoristic wisdom. His precepts and maxims have been sometimes objected to as on a low plane of selfish thrift, and savoring rather of political economy than of the Golden Rule. But Franklin was a true sage in the old Greek sense of the word, and after the manner of the seven wise men, who each of them is represented as having uttered some memorable saying, which became a proverb." I agree with this writer. Franklin was a wise man. But it was the grandfather cropping out in him, I assert, which made Peter Folger's grandson, Ben. Franklin, a marked man. I hold the scissors high above the waves of controversy, and every snap of the mated blades says: "No Franklin blood in Nantucket, but plenty of Folger blood, which is better still!"

P. A. H.

JERSEY CITY, N. J., Sept. 27, 1880.

Sept. 18, 1880

"Benjamin Franklin, Printer", an "Almost Nantucketer".

From the Lexington, Kty., Herald.

Two hundred and twenty-five years ago a Nantucket woman who had gone from the beautiful island to the mainland for the great event gave birth to a man child.

Even until today the old Nantucketers have something of a feeling of resentment that the mother of Benjamin Franklin, who was a Folger of Nantucket, should have left the island that her child might be born. And the pride of the numerous Folgers who still play their part on the island seems to be tinged with disapprobation of one who would leave the blessed island for such a purpose, as did the mother of Benjamin Franklin two centuries and a quarter ago.

After his birth she returned to the island and her dust is mingled with the dust of generations that came before and have come since she braved the storms of Nantucket Sound to reach the mainland that her son might have some better care than the island afforded.

Jan. 31, 1931

Abiah Folger.

A California subscriber sends us the following clipping, taken from a series of articles by Lafayette McLaws on "Mothers of Famous Americans":

We do not get very far in the life history of Abiah Folger before we are convinced that she was a woman of more than ordinary courage. At twenty-two she became the wife of Josiah Franklin, a widower with six children, the eldest of whom was 11 years old.

Abiah was the youngest daughter of Peter Folger, one of the early settlers of Nantucket island. She is described as a woman ahead of her time, chiefly it appears, because she agreed with her father, who described in doggerel verse the persecuting of Baptists and Quakers as the sin of New England.

Besides her six stepchildren Abiah Franklin had to mother ten of her own. Benjamin was her youngest son and ninth child. He was born in Boston, January, 1706, and looked so much like his mother that, according to tradition, the minister who christened him mistook him for a girl.

Abiah is said to have taught all her children to read before they were old enough to be sent to school. She encouraged Benjamin's taste for study to the extent of presenting him with her own highly valued copy of Cotton

Mathematics. Though Josiah Franklin was a poor man when Abiah Folger married him, he continued poor to the day of his death, his home is described as well regulated and his sixteen children as well-mannered and godly. There seems every reason to believe that Benjamin Franklin inherited his thrifty habits and sturdy patriotism, in a good part at least, from his mother.

The physical likeness between this mother and her famous son is even more striking than between Mary Washington and the Father of our country.



Franklin Memorial Fountain.

Thoughts Regarding Nantucket And Benjamin Franklin.

From the Brockton Enterprise.

Here are parts of a letter that comes from a reader who has some thoughts to offer that are concerned with Nantucket Island and Benjamin Franklin. He writes:

"A few years ago I visited Nantucket with my wife, daughter and granddaughter. We stayed about a week and had a grand time. Every day I road horseback toward the end of the island farthest from 'Sconset, or towards the thick end of the 'steak' which the map of the island suggests. I always stopped at a bend of the road at the watering trough for a drink and a rest. About 100 feet in from the trough there is a stone recording that the birthplace of Benjamin Franklin was on that spot. Later I learned that he was born in Boston. Someone got ahead of me and made the same comment in the Boston Transcript, and the answer came back that the 'keel was laid' for the famous American on Nantucket, or what was called at that time Sherburn or Sherburntown, I am not sure which.

In a 'Life of Franklin', he mentioned Sherburntown as where he or his parents lived, and a footnote indicated it as Nantucket. As he was the 15th child and born in Boston three months after his parents left the island, it might be said that 15 left, but only 14 could be checked up, and the record on the stone was simply a clerical error. In a recently printed article it was set down that Franklin was born in Boston in 1706 old style and 1717 new style. Since the 'new style' automatically came into use in 1752, 46 years after Franklin was born, why was the new style date mentioned at all?

When I went to school my history stated that George Washington was born February 11, 1732. Now history states he was born February 22, yet he was born 20 years before the English adopted the Gregorian calendar. To my mind it would be appropriate to observe and celebrate Washington's and Lincoln's birthdays on the same day, since they are actually only one day apart."

It is recorded in William F. Macy's "Nantucket Scrap Basket" that Benjamin Franklin's mother was Abiah Folger, daughter of Peter Folger, one of the early settlers of Nantucket. Benjamin just missed being born on the island, his parents having removed to Boston only a few months before he came into the world. In an interesting letter to his cousin, Keziah Coffin of Nantucket, Benjamin suggested these two epitaths, one for his parents and the second for himself:

Josiah Franklin
And Abiah, his wife,
Lie here interred.
They lived lovingly together in
wedlock
Fifty-five years
And without an estate or gainful
Employment
by constant labor and honest industry
with God's blessing
Maintained a large family comfortably
and brought up thirteen children
and seven grandchildren
Reputably
From this instance, reader
Be encouraged to Diligence in thy
Calling
And distrust not Providence.
He was a Pious and Prudent Man,
She was a Dilligent and Virtuous
Woman.
Their Youngest Son
In filial Regard to their Memory
Places this Stone—
J. F. born 1655 died 1744
A. F. born 1666 died 1752
* * *
The Body of B. Franklin
Printer
Like the Cover of an old Book
It's Contents torn out
And stript of its Lettering and Gilding
Lies here Food for Worms.
But the Work shall not be lost
It will (as he believes) appear once
more
In a new and more beautiful Edition
Corrected and Amended
By the Author
He was born Jan. 6, 1706, and
died 17—.

Here are other discrepancies to be accounted for by the student of Franklin's life. Current histories place his birth date as January 17, 1706, while in his epitaph of his own framing he sets it down as January 6th. Again, he places himself as one of 13 children, not 15. Benjamin was of methodical mind and could hardly have been at fault in his chronicles. The undisputed facts are that Benjamin's mother was a Nantucketer and that he was begotten on the island though chance made Boston the place of his coming into the world.

May 19, 1917

How I have

Written for the Inquirer and Mirror.
The Birthplace of Benjamin Franklin's Mother.

In the year 1663, the proprietors of Nantucket conveyed to Peter Folger, of Martha's Vineyard, one-half share of their common and undivided land. The consideration was that he should reside on the island and serve the people as miller, weaver and surveyor, for which he would receive pay. He also acted as interpreter for the Indians. The most western inclosed fields and lots on both sides of the road leading from town past the Friends' burying-ground, and westward, are parts of the land then chosen by Peter Folger. Near the northwest corner of the last lot on the right, when going from town, Peter built the house in which his daughter Abiah, the mother of Benjamin Franklin, was born. After the death of Peter Folger, that house and lot, with other land near it, passed to his son Eleazer, then to his grandson, Eleazer the second, next to Margaret Folger Swain, daughter of the second Eleazer Folger, and from Margaret the property went to her son, the late Jonathan Swain, who in 1831 sold it to Charles G. Stubbs. Thus it will be seen that the property remained in the Folger family one hundred and seventy-one years, passing down in a direct line, as Jonathan Swain was the great great grandson of Peter Folger.

The house remained on the ground and was occupied in the memory of Margaret Folger Swain, my grandmother, who was a second cousin of Benjamin Franklin, and handed down to her children the unwritten history of earlier days. It was my uncles Jonathan and Ezekiah, and my father, who pointed out to me the spot where the house stood, and told me that they learned it from their mother.

During the past summer I was on the ground with the late William C. Folger, and with us there was no difference of opinion as to the place where the house once stood.

Though only traditional, I believe the above to be the best record and history of the place where Benjamin Franklin's mother was born.

CHARLES FOLGER SWAIN.

BROOKLYN, November 17, 1891.

[The above facts were brought out through a correspondence between David Folger, Esq., and Mr. Swain over the question of the location of Peter Folger's dwelling.—Ed.]

Nov. 28, 1899

[Correspondence Inquirer and Mirror.]

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MESSRS. EDITORS:—I have serious objections to a *nom de plume*, and should prefer to know with whom I am dealing when I reply to "Q. E. D.," but perhaps it is of little consequence, and of the two I should prefer fair dealing even to a well-known name. I am not at all convinced that it is better to have Franklin blood than Folger blood. And "Q. E. D." need not fling at me the couplet:

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As for his statement that the preference for Peter Folger for an ancestor is "a descent from the sublime to the ridiculous," his saying so does not make it so. The burden of proof rests on him. But I will not condemn him to the task of proving it. If he told the whole truth it would be seen that while Franklin was great, his grandfather Folger was morally a greater man, to say the least. When "Q. E. D." says that my quotations were irrelevant, and the story of Franklin's birth and christening an "immodest story," he simply enables one to gauge his own character. He only gives an opinion, which probably Prof. Silliman and his biographer would heed no more than myself. I have never yet told such a story, and having past my half-century birthday am not likely to begin now to do so. "Q. E. D." would do well to state truthfully what I did say, or what Prof. Silliman said, and I quoted, *verbatim et literatim*, with the accompanying "irrelevant" (?) words. Nobody said Mrs. Abiah Folger Franklin went to meeting in the afternoon of the day when

her son Benjamin was born. Certainly Prof. Silliman, who was the only one that mentioned the word "afternoon," meant no such thing. The words of "Q. E. D." then, in regard to "savagery in the Pacific islands and insanity" are needless. He speaks of Napoleon twice—the great warrior, but mean, immoral man! does he not call to mind the fact that Napoleon's mother, as well as Franklin's, attended church the same day on which her son was born? In a Boston edition of the Memoirs of Napoleon, translated from the French of M. V. Arnault and others, printed in 1833, may be found this paragraph: "Napoleon was born about noon on the 15th of August, on the day of Assumption, in the year 1769, or as some have asserted, in 1768. His mother, who was possessed of great bodily energy, wished to attend mass, on account of the solemnity of the day, and, being taken ill at church, was delivered on her return home before she could be conveyed to her chamber. The child, as soon as it was born, was laid on the carpet, an old-fashioned article representing at full length the heroes of fable—this child was Napoleon." Possibly "Q. E. D." may not admire this story, and probably he has been greatly disturbed by the various newspaper accounts of the birth of the Spanish Infanta; and I should not wonder if he declined to read of the birth of him who was "wrapped in swaddling clothes and laid in a manger." Let him not be "more nice than wise." I commend to his notice the French proverb, "*Honi soit qui mal y pense*," which being translated, means "Evil to him that evil thinks;" and I would refer him also to the Apostolic aphorism, "To the pure all things are pure." He who holds motherhood to be sacred, can never call the narration of circumstances which cluster round the solemn sacrament of a soul's birth into this world and therefore for the world beyond, "an immodest story."

That some dispute the long accepted ideas in regard to hereditary descent is not strange. (*Vide The Unitarian Review* for the summer of 1880.) But the descendants of Peter Folger have largely defended the doctrine of a law of heredity; one of these, —the lamented Lydia Folger Fowler, M. D. (the wife of the well-known phrenologist, L. N. Fowler)—has written and spoken extensively on this point, and the "knowing Folgers," however "lazy" they may be in some directions, have been sufficiently active and industrious to show that Franklin need not be ashamed of his consanguinity to them, and that they still may claim the best part of the great statesman and philosopher for "the Folger side," since his traits which were valuable were identical with those of others who were descendants of Peter Folger.

He was no *sui generis*, but he was a thinker with executive ability—therefore a *rara avis*—therefore a man to be prized and praised. A writer says, "Franklin was the American master of aphoristic wisdom. His precepts and maxims have been sometimes objected to as on a low plane of selfish thrift, and savoring rather of political economy than of the Golden Rule. But Franklin was a true sage in the old Greek sense of the word, and after the manner of the seven wise men, who each of them is represented as having uttered some memorable saying, which became a proverb." I agree with this writer. Franklin was a wise man. But it was the grandfather cropping out in him, I assert, which made Peter Folger's grandson, Ben. Franklin, a marked man. I hold the scissors high above the waves of controversy, and every snap of the mated blades says: "No Franklin blood in Nantucket, but plenty of Folger blood, which is better still!"

P. A. H.

JERSEY CITY, N. J., Sept. 27, 1880.

Correspondence of Inquirer and Mirror.

No Franklin Blood in Nantucket.

BOSTON, Sept. 21st, 1880.

MESSRS. EDITORS:—Acknowledgment is due to "P. A. H." for candor, truth and moral courage. That writer agrees that there is no Franklin blood in Nantucket.

This assent to my proposition comes with a crackling explosion of rejoicing; Who cares! no matter, Peter Folger (meaning the first Peter) is good enough to be descended from!

Indeed? This is a *descent*, as by Napoleon's famous and familiar saying, from the *sublime to the ridiculous*; not of one step, as he said, but of *ten thousand miles*:—from the great philosopher, sage, philanthropist, statesman, diplomatist, (what not that was good) from a man of whom, in the British Parliament, in 1775, Chatham said, "He is one whom all Europe holds in high esteem, for his knowledge and wisdom; who is an honor, not to the English nation only, but to human nature;" a man who, after this tribute from the great Chatham, continued his noble career of public, patriotic public service unequalled in sagacity, of good public and private good deeds until his death, fifteen years later, in 1790, then departing this life, in hope of a better immortality, with his faculties and affections unimpaired; a man who was mourned in every civilized country in Europe, and in his own with tributes of public and private respect and love; to fall from him as an ancestor, which is what truth demands and which truthful "P. A. H." bravely admits, and to take up with even Peter Folger, I mean the Peter, the first of that name, is a fall from the *sublime to the ridiculous*.

I hope that I shall not be called on to prove this. If necessary it can be done. But better not open the case.

The confusion in which we find ourselves and which besets "P. A. H." and compels that writer to exclaim, and to quote utterly irrelevant matter, and to tell an immodest story, indicating savagery of Pacific islands or insanity, this confusion arises from a tendency or a wish to account for traits of character by a supposed law of the transmission of qualities in families, shortly called *heredity*. Whether this is a law of nature is disputed, and is not to be discussed now.

Truth is, Dr. Franklin was a great original; a *lusus nature*, a sport of nature, in her most liberal mood, by some combination of elements the mode of productive power of the mode which we know nothing; as was said by Dryden of another widely different character,

A man so various that he seems to be
Not one, but all mankind's epitome.

He belonged to that class of *wonders of the world*, who are produced rarely in the course of centuries; in our language *Shakespeare, Bacon, Milton*, being not only full and large of mind, but combinations of opposite traits; as in Shakespeare, of practical worldly wisdom and ideality, "that would ascend the highest heaven of invention;" of Bacon, "the wisest, brightest, meanest of mankind;" in *Napoleon*, of ambition and scope, of conception to plan, and almost enough executive power to achieve the conquest of Europe, and yet small to regulate petty details of court etiquette; in *Webster*, grand, magnificent, raising and adorning every subject which he touched; whether he spoke for the Union, and the Republic's unbroken continuance, or appealed for the Christian Religion as the stable rock foundation of all good institutions or, his great heart anguished by the death of children, touched their mournful epitaphs, and then was unequal to the petty details of daily life; in all these cases we see great Nature's power to spurn ordinary laws of physiology and create products, wonders of all ages and benefactors of mankind.

To attempt to explain these prodigies, by showing that the progenitor of one of these greatest of the human race, measured land, talked Indian,—a man blind of one eye in a company of all blind—bought for a wife an unknown kitchen girl, saying she was cheap at the price, that the mother went to meeting in the forenoon, between meetings produced an infant, and in the afternoon (mid-winter, Jan. 17) went to meeting again, is no solution of Benjamin Franklin's becoming a wonder of the world. Yet "P. A. H." so argues, to show that, though disowning ancestral straight descent from the doctor,—("P. A. H." is too true to claim what does not belong)—yet it comes by cross-cut, by a sort of consanguinity. The cases of such men are all exceptions. Neither are the same qualities inherited nor transmitted. Shakespeare took nothing by descent, and conveyed nothing to any successor.

All these great men named above and our own Franklin were originals and finals; it may be said of each and all of them as Byron says of Sheridan, and as to-day we say of Franklin:

"Long shall we seek his likeness—long in vain
And turn to all of him which may remain,
Sighing that Nature formed but one such man,
And broke the mould in moulding Sheridan."

Q. E. D.

Franklin's Mother.

There has just been unearthed in the Granary Burying Ground, Boston, a tombstone which is attracting much attention in antiquarian circles, as it establishes beyond a doubt the name of the first wife of Josiah Franklin, father of Benjamin Franklin. In his autobiography Benjamin mentions her, but does not give her name. The inscription on the tombstone is as follows:

"Ann, ye wife of Josiah Franklin, aged abt. 34 years, Died July ye 9th, 1689. Joseph, son of Josiah and Ann Franklin, aged 15 days, died July ye 15th, 1689. Josiah, son of Josiah and Ann Franklin, aged 5 days, died February ye 11th, 1688. Ebenezer, son of Josiah and Abiah Franklin, aged 16 mos. and one half, died February ye 5th, 1702-3."

Franklin, in his autobiography, says: "Josiah my father, married young, and carried his wife and three children into New England in 1682. . . By the same wife he had four children more born there, and by a second wife ten more, in all seventeen."

My mother, the second wife, was Abiah Folger, daughter of Peter Folger, one of the first settlers of New England."

Josiah came to Boston in 1683, one year after his arrival in New England, with his wife Ann and three children, all born at Banbury, in Oxfordshire, England. Soon after her death, in 1689, he married Abiah Folger. There is no mention of the first wife in the inscription on the Franklin monument in the Granary Burying Ground, and it will be seen by the inscription on the tombstone that she died nine days after giving birth to her child, which survived her but six days.

The tombstone was found in fragments between three and four feet under ground, about forty-five feet from the monument, and it was brought to the surface in uprooting a large horse chestnut tree, among the roots of which the pieces of stone were embedded. The fragments have been laid at the foot of the monument, and will be embedded in Portland cement in the form of a tablet on the Tremont side of the monument.

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The following letter from Secretary Charles J. Folger to Mr. E. K. Godfrey will explain itself and prove interesting to our readers:

WASHINGTON, D. C., July 31, 1882.

Mr. E. K. Godfrey:

My DEAR SIR:—I have your note of the 29th and also the book which you speak of in it. I am extremely thankful to you for it. I spent some time last evening in turning its pages, and stopping here and there upon them. It will be a pleasure to me to take it up in leisure moments and brighten my memories of my birth-place, which I will never cease to respect and love.

At page 106 you speak of Abiah Folger (the mother of Benjamin Franklin), as the daughter of Peter Folger. Is that correct? Once when on a visit to the island, I went to "Franklin Folger's" cottage at Sconset, and took down upon paper from his mouth the pedigree of the Folger family. It began, as he told it, in this country, with Peter Folger, who had two sons, Eleazer and John. John had one son and seven daughters, of whom Abiah was one.

At page 231 you speak of Franklin Folger as "the very best genealogist" on the island. He had a wonderful memory of names and persons, for without referring to print or manuscript, he, on that occasion, began at the root of the family and followed it out to the tiniest branches, and as each name (of the older ones) came from his lips, he would add some anecdote or characteristic. What I received from him at that time, I transcribed with care, but unfortunately some of my children have mislaid the manuscript, and I have not as yet been able to find it.

I cannot close without thanking you also for the very complimentary terms in which you speak of me.

When I was in the Senate of the State of New York, Andrew D. White, President of the Cornell University, late U. S. Minister to Vienna, was so a member. After I had ~~known~~ ^{known} him from speaking once, he came to me and said: "I have just solved a perplexity that I have been in. I have been trying for a long time to determine who it is that you like, and it has come to me,—It is Benjamin Franklin." "Very likely," I said, "for Franklin's mother was a Folger." So when I was at Mentor to see Gen. Garfield, I was seated in the drawing-room awaiting his coming. The door of the room was open so that the stairs from above gave a view into it and of the place where I sat. I heard a person coming down the stairs, but stopping half-way; after a pause he resumed his way and came into the room. It was Gen. Garfield. He said: "I stopped on the stairs when I first got sight of you, for something struck me as not unfamiliar in your face and head. You like the pictures of Franklin." "I have a right to," I said, "his mother was a Folger."

Very respectfully and yours,
J. FOLGER.

Aug. 5, 1882

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Civil War

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Also see
Civil War Veterans
separate book

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Nantucket in the Civil War; Baptism of Fire-Ball's Bluff Part I

By Edouard A. Stackpole

In a community whose background was one where the Quaker philosophy of non-violence had a strong and determining effect, the participation of Nantucket in the Civil War is both unusual in its scope and fascinating in its detail.

The phrase "Banner Town of the Commonwealth" was no mere patriotic expression — it was earned by the devotion of nearly 400 islanders who rallied the town to the support of the Union. It is no wonder that Memorial Day meant so much to those men who returned from the conflict, or that it left such an impress on the life of this community. Certainly, those who fought in the Spanish War and the two great World Wars were proud to carry on the commemorative features of this national day since the ideals involved were a part of all these struggles. A total of 339 men of Nantucket took part in the Civil War — 56 more than the quota. Of this number 213 served in the Army and 126 in the Navy. One out of every seven in these forces died as the result of wounds or at the scene of battle. The town was represented in every major conflict.

The first month of the Civil War found Nantucket getting ready for the inevitable. A group of young men calling themselves the "Island Guards" formed a company and chose John W. Summerhayes as their captain. The company drilled on the slopes of Mill Hill. At a special town meeting, the sum of \$2,000 was voted for outfitting the "Guards." On May 9, muskets and ammunition arrived for the company.

In June, a young man arrived from Boston, recently commissioned as a second lieutenant to obtain volunteers on Nantucket. He was George Nelson Macy, then in business in Boston and soon after receiving his commission sought and received permission to come to Nantucket and "recruit." Captain Summerhayes and his "Island Guards" responded to a man, and on July 17, 1861, the company left under command of Lieut. Macy for Camp Massasoit near Boston, now known as Camp Devens. Each volunteer took with him a special kit prepared by the Nantucket girls in the form of a haversack. Reporting at their first encampment, the Nantucketers were immediately assigned to the Twentieth Massachusetts Volunteers regiment, under Col. William E. Lee.

The Nantucketers in this first group of volunteers were as follows: Albert B. Holmes, Charles H. Baker, Samuel Lowell, Leander F. Alley, Charles F. Barnard, Thomas E. Pad-dock, Benjamin B. Pease, E. G. W. Cartwright, William Kelley, E. P. Greene, Henry P. Cook, Edward Alexander, George C. Pratt, Jared M. Hunter, Albert D. Stackpole, Edward P. Orpin, William A. Barrett, George C. Worth, Timothy Kelley, Patrick Conway, Albert Kelley. Four more volunteers joined them: Benjamin H. Whitford, William R. Bunker, George F. Ryder, Alexander Simpson.

After two months of intensive drilling and maneuvers, the islanders became a part of Co. I of the 20th Massachusetts. They were now at Readville, and a number of their relatives and friends came up to meet them. The war was still far away and their new life was exciting although the drilling naturally wearisome. They learned that an equal number of their island friends and companions had enlisted in the Navy. Among them were Captain Thomas M. Gardner, Rufus Coffin, Francis Gardner, Edward Wing, David Coffin, William Swain, Peter F. Coffin, Frederick Andrews, and Benjamin Coffin.

The first stage in the game of war over, the 20th Massachusetts was ordered to the scene of conflict, and arrived in Maryland, via Washington, in September, 1861. Becoming a portion of the Second Corps, Army of the Potomac, the regiment marched along the turnpikes and through the pleasant fields of Maryland to pitch tents in a wheat field near Poolesville, Maryland, the camp being called Camp Benton.

Letters home brought no startling news and, as the week passed swiftly, with the drill-master General McClellan marking time, the anxious parents and friends of the group were lulled into false hopes that perhaps prognosticators were right in that the Rebellion would collapse before any serious fighting began.

On the 20th of October, 1861, General Stone, Commander of the Corps of Observation, with headquarters at Poolesville, sent an enthusiastic report to his leader, McClellan. In this report he stated that the Confederate headquarters at Leesburg, across the river in Virginia, was being evacuated by General Evans, its commander. The time was right, Stone declared, to capture Leesburg and establish a new base there, for Evans' retreat must be due to fear that his force was too small to withstand any attack.

In reply to this report, McClellan sent a dispatch to Stone stating that the Federal General McCall had occupied Dranesville, Va., a small village near Leesburg, and would be in position to support him (Stone) if he attacked Leesburg. Stone also received the following vague orders:

"Make such arrangements as will enable you, in event of an attack by force, to fall back on General McCall, or to enable him to move up to your support at some strong position which we can hold with the force at your disposal. Should you see the opportunity of dispersing any small force by crossing the river, you are at liberty to do so, though great discretion is recommended in making such a move. (signed) McClellan."

In other words, Stone was ordered neither to attack nor advance, nor stay where he was — and what the

ambitious but confused division commander finally did is the subject of controversy to this day.

Meanwhile, the vigilant Confederate General Evans, who had evacuated his base of supplies at Leesburg, marched southeast down the Alexandria turnpike towards Goose Creek.

When Evans reached a point about four miles from Stone's picket-line headquarters, Edward's Ferry, across the Potomac, he encamped. The Confederate force comprised the 8th Virginia infantry, the 13th, 17th, and 18th Mississippi infantry, three cannon, and three companies of cavalry under the famous Lieut. Col. Jenifer.

The first episode of Federal inefficiency now developed. McCall, now at Dranesville on the Virginia side of the Potomac, sent out small groups of his scouts, who were supposed to scout the surrounding country but failed to discover the Confederate camp.

Stone, who had moved his general headquarters at Edward's Ferry, on the north bank of the Potomac, received a second dispatch from McClellan, in which was stated that Banks, the commander of the signal corps, had failed to locate the elusive Evans, and for Stone to keep a good lookout in the general direction of Leesburg.

After considering several possibilities, Stone sent a small force of cavalry across the river opposite his headquarters. He also directed Col. Devens, of the 15th Massachusetts, to cross to Harrison's island, a small island in the Potomac about three miles above Edward's Ferry, and ordered Captain Philbrick to cross the river at the same point and proceed up a steep, 100-foot bluff — Ball's Bluff — from which point he was to reconnoitre in the direction of Leesburg. The 19th Massachusetts was sent to a position near Harrison's island and on the Maryland shore opposite Ball's Bluff.

Here was the scene of the unhappy conflict. The Potomac at this point runs almost north and south between two ferries, Edward's Ferry the headquarters of Stone, and Conrad's Ferry. Between them, tapering at both ends, runs the long, flat Harrison's island. It is three miles long, and 300 yards wide at its widest point. On the Virginia shore, rising sharply from the water's edge, reared Ball's Bluff, 100 feet high, strewn with rocks, trees, and underbrush. Below the sheer height of the Bluff, the dark Potomac, swollen by the autumn rains, swirled swiftly between Harrison's island and the shores.

To make his advance more secure, Stone ordered the 42nd New York, the "Tammany Regiment," to Conrad's Ferry, down the river from the Bluff, and directed the 20th Mass. to the Maryland shore, opposite Harrison's island and the Bluff.

The night of Sunday, the 20th of October, saw the execution of all these orders. It was a warm, moonlight night. In the distance the campfires of Camp Benton twinkled like fireflies. A few night birds whistled from the thickets. It was a night on which war seemed far away, until the echoing footsteps of the alert sentinels sounded through the gloom as the soldiers paced the tow-path of the canal skirting the river-bank.

Midnight found the men of the 15th and 20th Mass. encamped on Harrison's island and the Bluff.
(Continued on Page Five)

son's island in the river. The moon now came high into the sky, and several Nantucket boys took advantage of the light to write hasty letters home, using their knapsacks as desks. The dark river, the few boats with which to cross, and the high bluff rising in the misty light, gave many of the boys a premonition that they might never return from the perilous mission.

Captain Philbrick crossed the river by way of Harrison's island under the cover of the dark preceding dawn. As the first streaks of light shone in the east, his scouting party climbed up Ball's Bluff by way of a winding sheep-path which led to the top. The alert Captain reconnoitred the ground despite the semi-darkness and soon after sun-up discovered a small camp of Confederate pickets, the smoke from their campfires betraying their presence. But the enemy pickets were not asleep and opened fire immediately. Philbrick wisely ordered his men back to the bluff-top, then wrote a short dispatch of the discovery to Gen. Stone.

Believing his opportunity had now arrived, Stone ordered Col. Devens to cross the Potomac and destroy the Confederate camp. Companies I and D of the 20th Mass., were deployed to cover any retreat that Col. Devens might be forced to make; the remaining five companies of the 20th Mass. were to encamp on Harrison's island, together with Lieut. French and his two mountain howitzers.

In ordering his troops into such a position, Stone made a surprising tactical mistake — he had sent out his men to feel out an enemy of unknown strength, without knowing whether McCall was at Dranesville or back in Maryland.

The lack of transportation for the troops in crossing the river was well-nigh criminal oversight. One metallic life-boat with a capacity for 16 men; two little skiffs, seating four each; and an old scow, carrying 14 men, were all the available boats.

Col. Devens crossed over with his men and, after a brief scouting tour, reported to Stone by Lieut. Howe that the enemy's camp had disappeared.

Soon after Howe had gone with the dispatch to Stone, a scouting party composed of Lieut. Riddle and two men, recklessly plunged into a wooded ravine, which ran along to the left of the Bluff. They were greeted by a volley of shots from a little group of Confederate pickets. Lieut. Riddle was shot in the arm, becoming the first man injured in the fight. This occurred at 8 o'clock on the morning of October 21st.

Nov. 16, 1961

over

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Let us return to the Confederate commander, Evans. Puzzled by the Union troops' strange movements, and hardly believing Stone rash enough to attempt battle at such a spot as Balls Bluff, Evans concluded that this was just a feint and that Stone's real objective was his right wing at Goose Creek, across the river from Edward's Ferry. This was in reality the best position for a Federal advance.

But the Confederate leader was not content to guess. He sent his cavalry aide, Col. Jenifer, to Ft. Evans, just outside Leesburg, obviously to see what McCall's Federals were doing.

Stone, however, still believed his opportunity had presented itself. He received Devens' first report from Lieut. Howe with elation and then ordered Lieut. Ward with most of the 15th Mass. to Smart's Mill, a well-protected place only a half-mile above Balls Bluff. The Federal commander wrote a second report to McClellan, relating mostly Devens' first report. In describing the situation he failed to report how poor the transportation facilities were for ferrying troops across the river; how he had sent Ward to the strong position at Smart's Mill; how he had made a feint at Goose Creek, and that he expected the support of McCall from Dranesville. It is hard to understand why Stone neglected to state these facts. He sent a dispatch to Devens, telling that efficient officer to hold his position.

No sooner had Howe arrived at the Bluff with Stone's orders than Col. Devens sent him back with a report that the enemy had been discovered (the 8 o'clock skirmish) and that the position, although very unfavorable, would be held until further orders.

To this report, Col. Lee of the 20th Mass. added that if he (Stone) was going to capture Leesburg the time was now ripe, and that the transportation facilities must be greatly improved in any event without delay.

Stone's position was now most bewildering. He received Devens' last report, including Lee's, at the same time that he received a third dispatch from McClellan. In the latter message, Gen. McClellan officially ordered Stone to take Leesburg. But the reports of Col. Devens and Lee pointed out that he had picked out an untenable position at Balls Bluff for anything other than a preliminary skirmish.

(To Be Continued)

Nantucket in the Civil War; Baptism of Fire-Ball's Bluff

Part II

(Conclusion)

By Edouard A. Stackpole

Gen. Stone now made his rash choice of a surprise attack by crossing troops to Balls Bluff—the most illogical place on the river. No sooner was this decision made than the Federal leader made a second blunder—he appointed Col. Baker, of the 1st California Reg., to command the battle-front, Baker immediately repairing to the improvised ferry opposite Harrison's island.

Col. Baker, distinguished senator of Oregon, proved himself to be a brave man. But he knew nothing of the ground above the Bluff, and instead of going directly to the scene, remained for two hours on the island directing an improvement in ferrying across the troops.

Meanwhile, Col. Devens, who could have saved the day had he been left

in command, was engaging the Confederate forces. The Nantucket boys, under Capt. Bartlett and Lieuts. Macy and Abbott, held their position with their comrades in the other companies, the entire Federal line standing firm.

At the top of the Bluff, the clearing which formed the Federal troops battlefield, was about 40 acres in extent. The ground here was divided by a little valley running obliquely across it. Colonel Devens, upon his first arrival with his 500 men from the 15th Mass., realized that the key to the position was in holding the dense woods to the right, deploying his men so that he held the woods—thus keeping the Confederates from outflanking him.

Three unfortunate things then occurred. Lieut. Ward, who had been dispatched to Smart's Mill, just above Balls Bluff, reported to Col. Devens on orders, he declared, from Stone passed on by Lieut. Howe. Devens was astounded, for he planned on retreating to Smart's by way of the

woods, if the Confederates should become too strong for his small force. Secondly, Baker lingered below the Bluff, directing transportation across the river; and third, General McClellan neglected to inform Stone that McCall had withdrawn from Dranesville.

It would have been humorous, had the result not been disastrous — to think that the Commander-in-Chief of the Army of the Potomac had forgotten to tell Stone that McCall had retreated, thus allowing the Confederates perfect freedom to maneuver without fear of any attack from the rear.

Gen. Evans, Confederate leader, was not handicapped by bungling superiors, neither did he stay far from the scene. Quickly sizing up Stone's cumbersome feint at Goose Creek, he turned his whole attention on the small Federal force at Balls Bluff, ordering Jenifer to attack. The cavalry leader acted promptly but found in Devens a worthy opponent.

The Federal troops were strongly entrenched in woods to the right, and behind a log-fence in front, with an open cornfield between them and the enemy. Company I, with the Nantucket boys, was in a most exposed position in the center, but they did not budge at the first wild charge of the "Johnny Rebs" under Jenifer.

Hearing the heavy firing, Col. Baker finally went up the Bluff, arriving at the scene of action at 11:30 in the morning, a half-hour after Devens had repulsed Jenifer's attack. Baker immediately assumed command, although he knew nothing of the ground, the fighting, or the favorable base above at Smart's Mill.

Noonday found the whole Confederate force concentrated around the Federals, who had about 1,500 men posted without advantage in comparatively open ground; a steep bluff and the Potomac at their rear, with little means of retreating across the river; a stronger force of experienced fighters in front of them; their own troops green and unacquainted with each other, and a brave but inexperienced officer in command.

The expected aid from Gen. Stone never came. Although that officer had three brigades—Gorham's, Lander's, and Baker's — 8,400 men at his disposal, he made no attempt to send the troops, already across the river at Goose Creek, to attack Evans' flank, nor did he establish a strong base above Balls Bluff at Smart's Mill, where the guns from across the river could protect a retreat.

The battle now began in earnest. The Union line was as follows: Devens with his 15th Mass. held the right wing behind a rail fence and in a dense grove of trees; the 19th and 20th Mass. held the center—the most exposed position on the line; along the banks of a ravine on the left were Baker's Californians and four companies of the 42nd New York — the "Tammany Regiment." Lieut. Bramhall, with a rifled gun, was on the right center, while Lieut. French was on the left center with two howitzers.

Evans' force numbered about 4,000 men under experienced officers. The Confederates were accustomed to out-of-doors lives, were used to firearms, and were phenomenally brave.

Col. Baker held a short conference with Devens and Lee. He then sent a report to Stone, stating that the battle was progressing favorably for

his troops (although this was entirely due to Devens) and made little or no account of the lack of transportation in case of a defeat (although he had spent two hours and a half in a futile attempt to remedy it).

Stone reported to McClellan that the troops were holding their own, and did not mention the fact that they lacked transportation aside from stating that they were a little short of boats.

On the battlefield, Baker was revealing all his qualities as a brave man. He walked to and fro, encouraging the men. At the sight of the white-haired figure, the men were inspired. But he became a conspicuous target for Confederate sharpshooters and soon after was instantly killed.

Col. Lee now assumed command. He maintained his position, knowing that abandonment of his present line meant retreat to the bluff-top and certain disaster. But the situation was getting desperate. Evans was now certain that Stone would not order Gorham's men, who had crossed at Edward's Ferry, to advance on Leesburg, and so the Confederate leader massed his entire force—some 4,000 men—sending them against the 1,800 Federals about Balls Bluff.

Meanwhile, the 20th Mass. held their exposed position, though suffering casualties. Lieut. Macy was proud of the cool behavior of his Nantucket volunteers. Leander Alley was displaying courage that won his promotion. George Pratt was slightly wounded but kept on firing.

Jared Hunter with Corporal Shav met a charge with a counter-sally and darting forward, brought back two prisoners.

Corporal Whitford was directed by Capt. Bartlett to look after some Confederate sharpshooters who were most active during lulls in the firing. The young Nantucketer located his man and brought him down with a few well-aimed shots.

Private John Summerhayes had a painful buckshot wound in his hand, but pluckily remained with his comrades. The heavy fire from the Confederate forces was bringing down men constantly, but the volunteers in the regiments did not flinch.

It was late afternoon when the turning point of the battle arrived. Upon the advent of Col. Baker's death, Col. Lee had assumed command, succeeding in retaining his line of battle notwithstanding the Confederate reinforcements. But Col. Cogswell, of the 42nd New York, now claimed command by reason of seniority and Col. Lee yielded for the sake of his troops' morale.

Cogswell was as equally ignorant of the conditions as the unfortunate Baker had been. He knew nothing of the top-notch fighting qualities of the enemy; nor of the failure of Gorham's brigade to support him. He did, however, realize that retreat was only a matter of minutes and that any attempt to escape by way of the Bluff would be disastrous. It appears possible that Cogswell knew little about Smart's Mill — the only hope for a protected retreat, for he immediately ordered the 15th Mass. from its strong position in the woods (in the direction of the Mill) and sent them to the left on a brave but unlucky attempt to pierce the Confederate line at the ravine — thus to open a way of escape to Gorham at Goose Creek.

The charge was made and the 15th was driven back by overwhelming numbers. A flank attack disorganized the weakened Federal left; Cogswell now realized the battle was lost and after a hurried conference with Lee and Devens ordered the last resort—a retreat down the Bluff. Col. Devens refused to obey the order.

Retiring as best they could, the Federals reached the Bluff-top. Dusk

was now settling over the scene. The Confederates' bullets were whistling about like hail. How the men ever succeeded in getting down the steep and shrubby-entangled bluff is hard to imagine.

A Capt. O'Meara, of the "Tammany Regiment," who had just arrived, volunteered to attempt holding the enemy back until the wounded could be placed in the boats. Lieut. Hallowell, of Boston, joined the New Yorker as did a group of volunteers. The sudden resistance surprised the "Johnnies" and gave the officers opportunity to load the boats for a successful trip with wounded to the island. But on the second trip, the heavily loaded scow turned over. It was a horrible sight for the men on shore to witness—the wounded floundering about in the water, helpless to save themselves. Only one man is known to have escaped the calamity.

The officers realized that the only escape for their men, closely packed along the river-shore at the foot of the bluff was "every man for himself"—"Swim or surrender, men!" came the order. Some historians have claimed that a panic existed here, but this is not borne out by the facts—the Federals held to their formation until ordered to save their lives as best they could.

Although the dusk had deepened, it was not dark enough to conceal the men. A large number plunged into the icy and swift-moving waters of the river. Soon the swirling torrent was dotted with the heads of the swimmers—and as if by magic the water became flecked with foam, as the bullets of the Confederates swept down like a veritable hail-storm.

The old scow had been swept down the river when it overturned, while the metallic life-boat was soon riddled by the enemy firing. The two skiffs had either sunk or disappeared.

As they ordered the men to scatter, the senior officers, Col. Lee, Major Revere, Adjutant Pierson, Asst. Surgeon Revere and Lieut. Perry, went up the river toward Smart's Mill. They tried to use an old skiff but abandoned it when its poor condition was discovered. Before they were able to escape into the woods, a group of Confederates stumbled upon them and affected their capture after threatening at first to "blow their heads off."

Capt. Bartlett was now left in command of the remnants of the Federal troops. He realized the situation was hopeless and cast about to save himself. Two Lieutenants, Babo and Wesselhoft, with Privates Stephen McKenna, a Cape boy, and George Worth, of Nantucket, plunged into the river. Halfway over Babo was hit

by an enemy bullet and his fellow officer, in attempting to hold him up, was struck—both going down. The bullets fell like rain—McKenna and Worth also becoming victims of the storm of lead being killed with the island shore only a few feet away.

Thus George Worth, of Siasconset, was the first Nantucket boy to give his life to his country in the Civil War. His body was recovered on November 3, several miles down the river at Georgetown, D. C.

Capt. Crowninshield, a powerful man, native of Brookline, swam the river and upon reaching the island began searching for boats to bring back.

Lieut. Macy volunteered to swim over and see if some sort of transportation couldn't be found. Stripping himself of his uniform, the courageous Nantucketer jumped into the treacherous current—but he retained two of his valued possessions, the miniature of his fiancé, which he placed in the crown of his hat, and his sword. The latter, however, he was forced to drop in the river, but the picture he saved. Incidentally, this encased miniature was carried by Macy throughout the War, and is a highly prized possession at his family home on Main Street.

Albert Stackpole, a young Nantucket private, built a raft of fence-rails. Five companions joined him in the attempt to paddle across the river. No sooner had the raft pushed off from the Virginia shore than two of the men were hit and forced to quit paddling. In mid-stream, another was struck and fell off, disturbing the trim of the crudely built raft so that it capsized. Only two of the six reached the shore of Harrison's island—one, the builder of the raft, having swum the remaining distance although severely wounded in the abdomen. The wound proved fatal, the islander dying six days later in great agony.

Five companies of the 19th Mass., on Harrison's island, covered the retreat as best they could, but the intervening river was too great an obstacle and the slaughter continued until night brought an end to hostilities.

It was a night of horror for the men on the island. Sentinels paced to and fro in the moonlight; the troops slept on their arms—or tried to sleep, the cries and groans of the wounded continuing throughout the night. The flat-boats made frequent trips to the Maryland shore carrying those gravely hurt.

Lieut. Macy spent the night in an anxious search for the Nantucket boys who had survived. He found Whitford had swum the river about the same time of his own successful attempt, as had Pease, Holmes, and Alley. Tim Kelley's broad form soon appeared, accompanied by Ned Orpin. Cartwright, Alexander, Barnard, Barrett, Baker, Bailey, Bunker, Conway, Cook, Green, Hunter, Wm. Kelley, Paddock, and Ryder, also were accounted for—cold, hungry, but unhurt. George Worth and Albert Kelley were missing, however, while Albert Stackpole lay dangerously wounded with a ball in the abdomen. John Sum-

merhayes had a painful duckshot wound in the hand. George Pratt had been wounded in the head and thigh. Samuel Lowell was also reported wounded, although a check-up of the men failed to disclose the islander. (It was afterwards ascertained that both Lowell and Kelley had been taken prisoners.)

The 20th Mass. Regiment of Volunteers returned to their tents at Camp Benton. In the language of war the volunteer regiment had been "cut to pieces," and the escape of many survivors was a miracle. As soon as the men reached camp, they sat down to write home and report their safety.

The officers of the 20th, scattered by the final phase of the battle, were overjoyed at their reunion. Capt. Bartlett had crossed the river in the same boat the officers under Col. Lee had found; Lieut. Macy had swum the river, while Lieut. Abbott, small and slightly built, had also made a safe crossing.

Under a flag of truce, the officers of the various regiments crossed the river to bury the dead. Lieut. Macy was unable to find the body of George Worth and realized that the young man must have met his death in his great attempt to swim the river.

On the 26th of October, the second Nantucket victim of the battle died of his wounds. Albert Stackpole was buried at sunset in a grove near the camp. Lieut. Col. Palfrey read the burial service. A board was raised at the head of the grave, stating his name, birthplace, and circumstances surrounding his death. He was 18 years of age.

Honors and promotions were immediately conferred upon officers and men of the 20th. Capt. William Bartlett, of Winthrop, was made a Lieut.-Colonel. Lieut. Macy, of Nantucket, was made a Captain. Lieut. Abbott, of Lowell, was made a 1st Lieut. Sergeant Riddle was made a Lieut. He had lost his arm as the result of his wound. Private Charles Baker was promoted to Quartermaster-Sergeant. Wm. R. Kelley, John W. Summerhayes, and Albert B. Holmes, all of Nantucket, were promoted from privates to Corporals for their marked bravery in battle and good conduct in camp.

The following letter was received by George W. Macy at Nantucket:
My Dear Mr. Macy:

I take the liberty of addressing you sir, to ask that you will say to the relations and friends of the killed and missing men in my company, belonging to Nantucket, that they have the sweet consolation that they died like heroes and brave men.

[He here listed the dead and wounded, as well as the missing.]

To mention those of the company who acted with especial bravery would be to give you the whole roll call. Allow me to congratulate you on Lieut. Macy's conduct and safety.

Sincerely, yours,

Wm. F. Bartlett,
Capt. Co. I, 20th Mass.

Thus ended the Battle of Balls Bluff—afterwards submerged by the importance of the large disasters to the Union arms—but, in the light of successive defeats, a glaring example of the early inefficiency of the directing officials in the Army of the Potomac.

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Macy himself was shot through the thigh and forced to remain behind. General Wadsworth was killed, and soon after the brigade was met by four enemy brigades. Hancock extricated himself from a precarious position, skillfully. But the Confederate Gen. Early managed to get his Gen. Gordon around to the rear of the 6th Federal Corps—capturing Generals Seymoure and Shaler and several hundred men. The Union army lost 25,387 men that bloody day, killed, wounded and missing—a day which had begun brilliantly and ended dismally as a drawn battle.

After Col. Macy had been wounded and Major Abbott killed, the command of the regiment was in the hands of Captain Albert Holmes, of Nantucket. He was directing the fire of his men, from a thicket near a plank road, when he was struck by a spent ball in the left shoulder, which twisted him around. At the same time, a ball struck him in the right arm pit and pierced his lung, and he fell over on his sword. Some men propped him up in back of a tree. [Capt. Holmes was eventually taken to Washington by his half-brother, Lieut. Pease, and then to Nantucket. He wrote in later years that it was to his brother's constant care that he owed his life.]

Lieut. Pease had a miraculous escape, being struck in the left side by a ball, the progress of which was checked by numerous military papers (commissions, etc.) carried over his heart—the ball penetrating an inch in his chest but in no vital part. (The papers, showing the mark of the bullet, are today in the possession of his son, B. Chester Pease, here in Nantucket.) Shortly afterwards he was struck in the right side by a ball but refused to leave the field. For his bravery under fire, 2nd Lieut. Pease was promoted to 1st Lieut. Another promotion was given Lieut. James W. Cartwright, who became a Captain.

"Bloody Angle" at Spottsylvania.

Gen. Robert E. Lee was never again to assume his audacious, rapier-like offensive role in the war. He adopted a policy of defensive warfare, while Grant, abandoning his rail communication to Washington by Alexandria, sent his wagons and provision reserves towards Fredericksburg—resolving to give Lee's army no chance to rest.

The Federals found the Confederates strongly entrenched at Spottsylvania Court House, but Gen. Hancock dared to attack them so that Burnside could bring the rest of the Federals up. Arranged in a semi-circle, the Confederates were in a strong position, with forts, trenches and abatis.

Attacking on the morning of May 10, 1864, (the Nantucket men were in Webb's Brigade) the Federals gained little advantage. On the 11th occurred one of the bloodiest battles of modern times, with 20,000 Federals (having no previous military barrage to aid them) charging the Confederates at the apex of the famous "salient." The Federal 2nd Corps was never more proud than when it captured the "bloody angle" and took Johnson and his entire corps. The savagery of the hand-to-hand conflict was appalling. The fighting continued until 3:00 a. m. on the morning of the 12th, when the wearied Federals were pushed back—all but the 2nd Corps (with the 20th) which held the west angle of the so-called "salient."

In this fighting, Corporal Edward P. Green, of Nantucket, was wounded, as were Pvts. Samuel Crocker and George Starbuck. Sgt. William Kelley, a veteran and a great fighter, was captured, and died the following March, within a few days after being released from a prison at Wilmington, N. C.

In the Tropical Heat at "Cold Harbor."

From Spottsylvania to Bowling Green, thence across the Pamunkey River to Cold Harbor, went the Army of the Potomac. At Cold Harbor on June 1st, 2d and 3d, another great battle occurred. The vigorous Confederates had constructed the usual entrenchments. The famous Longstreet, Gordon, Pickett, Kershaw, etc., still commanded corps—but Stuart had been killed at Yellow Tavern.

In the space of 20 minutes, 3000 Federals were killed at Cold Harbor. The Nantucket men helped construct trenches and stood in them for 24 hours every 3d day from June 3 to the 12th. Sgt. John F. Barnard, who had served with conspicuous gallantry from 1861, was captured. Four months later, he died at a Goldsboro, N. C., prison camp.

The Nantucketers in the 58th Mass. suffered, also. Corporal William R. Beard and Pvt. Spencer were slightly wounded and Benjamin Wyer badly hit. Gorham Andrews suffered shots through both arms. Wyer's hand was afterwards amputated.

Capt. John W. Summerhayes was wounded in the arm. Lieut. Isaac Folger, of the 58th Mass., had a leg so shattered that it was amputated by a surgeon. Samuel Christian was so badly wounded that he was left for dead on the field. However, he was eventually taken to a hospital, and after a year returned home mutilated and in shattered health. (He afterwards became Town Clerk and died in 1875).

With the news of this battle came word that Howard Vincent had been killed and George S. Long wounded when the gunboat *Com. Jones* was blown up by a Confederate torpedo.

Arriving home at this time was Pvt. Charles Thomas, of the 2d. Mass. Cavalry, who had been badly wounded two months before at Vienna, Va.

Advancing on Richmond.

In the fighting before Petersburg, the Federal 2nd Corps met with disaster, the 15th and 19th Mass. Regiments being captured. The 20th Mass. escaped this fate by its coolness and resolute action under fire. The Nantucketers in Co. I then numbered 75.

William Wood served in two Regiments, first enlisting in the 3rd Bat. Rifles, M. V., and then re-enlisting in the 23d Massachusetts, later transferred to the 56th Mass. He had also served in North Carolina campaigns. Promoted to a Corporal, he was twice wounded before Petersburg.

Samuel Lamb, of the 58th Mass., was also wounded in this fight. For coolness in battle, Josiah F. Murphey was promoted to Orderly Sergeant.

"Marching Through Georgia."

When Sherman began his March to the Sea, there were a number of Nantucketers in his army. The most prominent was Lieut. George H. Tracy who had been wounded at Stone River. Lieut. Tracy was aide-de-camp on the staff of Gen. W. P. Carlin. In front of Atlanta in the summer of 1864, he was promoted to Asst. Commissary of Musters for the 1st Division of the 14th Corps.

Serving through the famous march to cut the Confederacy in quarters, was Patrick Roberts, of the 4th Penna. Cavalry. He was a picturesque figure, and can be well remembered by Nantucketers, as he spent the remainder of his life here (with the exception of a year in Boston) after the war.

Fighting "Moseby's Raiders."

In a skirmish with Moseby's famed raiders near Poolesville, Md., the 2nd Mass Cavalry again had Nantucket casualties. The action occurred on July 12, 1864. Charles A. Backus was killed, George W. Nicholson wounded in the leg, and William B. Ray wounded in the chest—almost fatally. John R. Raymond, of the 58th Mass., was also wounded.

In the Trenches Before Petersburg.

On the very day the Island cavalry boys were fighting near Poolesville in Maryland, Seth C. Chase was writing home from the trenches before Petersburg, Virginia, where the Federals lay in wait for their first unsuccessful attack.

"It is so hot I can't sleep," (he wrote.) "Last week I received my *Mirror* and read the home news eagerly. . . . I swapped with a Johnnie Reb and got a Petersburg Register and a Richmond Inquirer in exchange. The picket lines are only 200 yards off. . . . Johnnie sends over a dinner-pot shell occasionally."

Chase might have been writing in 1918 from the trenches before Cantigny, or from a fox-hole in 1943 before the Faid Pass in Algeria when he went on to describe the trenches, the bomb-proofs, the shelling and the comradeship of the army.

With first assaults upon Petersburg by the Federals failing, Grant withdrew all but a small siege army, so that he could bring his main army into battle wherever the chance presented. Col. George N. Macy had returned on Aug. 12 to assume command of a brigade. On the very next day, at an engagement near Bailey's Creek called the Battle of Deep Bottom, Col. Macy was crushed by his wounded horse falling upon him, and Captain Patten, also of the 20th, was killed. Col. Macy was carried to the rear. He had been wounded at the Wilderness, (and had lost a hand at Gettysburg) and was ordered home. Upon arrival here he was carried from Steamboat wharf to his home on a litter, so painful were his latest wounds.

Just a week later Hancock's Corps, including a half hundred Nantucketers, was ordered to destroy the Weldon Railroad. This accomplished, the men of the 20th Reg., entrenched at Reams Station, were attacked from the rear, the enemy having succeeded in getting through a supporting regiment, and smashed the Federals almost completely. The number of killed and wounded will never be known. Gen. Hancock was so overcome that he exclaimed: "I pray God I may never leave this field."

Among those captured by the Confederates were Lieut. Benjamin Pease, Pvts. George Christian, Arthur Rivers, Edward Randall, Seth C. Chase and Samuel Crocker—all veterans.

In the fighting of July 31, 1864, around beleaguered Petersburg, Benjamin Smith and William R. Beard were taken prisoners; George Spencer and Albert P. Fisher were wounded—leaving Benjamin Ray, Samuel Crawford and David Bowen the only Nantucket men in the 58th Mass. John M. Lamb, of the same regiment, had arrived home on the 11th of July, accompanied by John F. Brown of the 3rd New Hampshire, shot in the same battle.

Corporal William R. Beard escaped but was re-captured and died in a Confederate prison hospital in Petersburg, Sept. 3. George N. Bennett, also of the 58th Mass., died in a New York Hospital, Sept. 11th.

Less than a month later, Sgt. Albert P. Fisher, Pvts. Benjamin Ray, John R. Raymond and George H. Spencer, of the 58th, were captured with 100 other men at Poplar Grove Church. The Regiment had made a successful charge and driven the Confederates from a wooded position, but the disorganized 9th and 2nd Corps failed to keep pace with them and two companies of the 58th were cut off and surrounded. It was typical of the many blunders in strategy by Grant's great sprawling army.

Wounded Arrive Home.

The wounded began to arrive home. Lieut. Isaac Folger, who had lost his leg, arrived in mid-July. On the 30th, a group came home composed of the following: Sgt. Josiah Murphy, Sgt. George Pratt, Pvts. Patrick Conway, Irving H. Backus, William A. Barrett, Samuel Lamb, George A. Backus.

Any Nantucketer who chanced to walk down Main street on the morning of October 1, 1864, would have seen three young men sitting in Timothy Calder's store. They were Col. George N. Macy, without a hand he had lost at Gettysburg, Capt. Albert Holmes, an invalid from a bullet through the lungs, and Capt. John Killiher, who had lost an arm at Spottsylvania. All went back to rejoin their regiment; all survived the war. Macy died a few years later, but Holmes and Killiher lived to ripe old ages.

On October 31, 1864, Captain Albert Holmes (he afterwards became a Major) arrived and was placed in full command of the 20th Regiment. He had risen from an enlisted man in 1861. The winter found the opposing armies in Virginia on either side of 40 miles of parallel fortifications. Deserters told of the Confederate suffering from cold and hunger.

With the destruction of Hood's army before Nashville, the fall of Savannah, the capture of Ft. Fisher and the fall of Charleston, the Union spirit rose. Sheridan's successful campaign in the Shenandoah in 1865 was the preliminary to the end. The Nantucket men, scattered throughout the vast Federal army, saw action at Hatcher's Run in February, Quaker Road in March, Five Forks and the final pursuit of Lee's Legions which began on April 2nd and ended at Appomattox.

Fate of Some Prisoners of War.

During an engagement at Dranesville, February 22, 1864, David J. Folger, William H. Gruber, Alvin C. Coffin, and Edward C. Hamblin, had been captured when a detachment of the 2nd Mass. Cavalry, with which unit they were serving, was cut off. They were forced to walk to Orange Court House and then went by rail to Richmond, from whence they were sent to the dread prison at Andersonville, Georgia.

Gruber arrived home in October, '64, bringing news that Ed Hamblin and Alvin Coffin had died in the prison. Folger did not return home until late in December. The daily rations for the men consisted of 1 pint coarse corn, 3 ounces of bacon and some water. Gruber survived his experiences only a few months, passing away Feb. 1, 1865, here in Nantucket.

Thomas Barrally, captured in the Shenandoah Valley, was not paroled until April, 1865. Alexander Ray, captured while serving under Sheridan, was released in Jan., 1865.

Sgt. Albert P. Fisher, of the 58th Mass., who was taken prisoner before Petersburg on Sept. 30, was taken to a Confederate prison at Salisbury, thence transferred to the infamous Libby Prison in Richmond. After six months of prison life, he was exchanged and arrived at Nantucket on March 7, 1865. He brought news of the shameful treatment of the prisoners, who were oftentimes without food for 36 hours at a time. Sgt. Fisher told of meeting the following Nantucket prisoners at Salisbury: Benjamin Ray, John R. Raymond, and George Spencer, of the Mass. 58th, Samuel C. Crocker, Arthur M. Rivers, Edward W. Randall, of the 20th, and Seth C. Chase of the 39th Mass. Sgt. Fisher lived only a week after returning home. Ray, Spencer, Crocker and Rivers died in that prison hole. Randall died a few hours after being liberated, Benjamin Smith died in a prison at Danville, Va., Nov. 6, 1864.

George Christian and Lieut. Pease were exchanged and reached Nantucket on March 11, 1865. Lieut. Pease afterwards rejoined his regiment in Virginia, April 19, 1865. Seth C. Chase arrived home March 19, but lived less than a month, dying on April 9th.

George Snow, of the 2d Mass. Artillery, died in Nantucket on April 14, 1865, from sickness contracted in the army, and in the Armory Hospital in Washington, April 24. Shubael M. Winslow, Jr., died from wounds, John H. Alley, of the 22d Mass., was another exchanged prisoner to die.

A Veteran Who Was Never Wounded.

Henry C. Barnard, who in later years moved to East Boston, was attached to Company B, 3rd Mass. Artillery. He participated in the battles of Antietam, Fredericksburg, Chancellorsville, Gettysburg, Cold Harbor and the historic closing campaigns of the War, and was never wounded. He in later years operated an East Boston Ferry, and died in 1920.

William O. Simpson, of Nantucket, was with the 45th Regiment at Newbern and Kinston. He was wounded slightly in one battle and during the action at Kinston was pinned by a falling tree, but continued firing until rescued. After the war he went to New Bedford and was a member of the Wm. Rodman Post there.

Nelson Kingsley enlisted in the 13th New York Artillery, serving from Jan. 26, 1864, to July, 1865. He afterwards enlisted in the British and Peruvian navies.

Charles F. Fisher, at the age of 14, enlisted in the 23rd Mass. Inf., and saw service in the North Carolina campaigns of 1864 to 1865. He afterwards moved to Pawtucket, R. I., and was at one time Commander of the Tower Post, G. A. R. of that city.

George F. Parlow served in Co. D of the 2nd Mass. Cavalry from Dec., 1863, to July, 1865. He returned home and, despite a wound in his head, lived for a quarter of a century more.

John B. Thomas was in the 20th Mass., and Benjamin F. Weeks in the 28th Mass. Lieut. Isaac Folger, who lost his leg in the Wilderness Campaign, was in the 24th Mass, and re-enlisted in the 58th Mass. Edward C. Bennett served in the 3rd Rhode Island Artillery, and F. F. Lovell was in the 13th New York Cavalry.

Naval Veterans Saw Action.

Among the Navy men who met their deaths in the service, but whose bodies were brought back to Nantucket, were Acting Master James F. Folger, who fell leading a boat expedition from the *Roebuck*, on the coast of Florida; and Ensign Henry Clay Russell, who died of yellow fever at New Orleans.

William Johnson, of Mill street, Nantucket, was a Navy man, serving on the *Sabine*, the *Stars and Stripes* and the *St. Lawrence*. He was wounded at the Battle of St. Marks, Florida, and was honorably discharged in June, 1863.

Obed James, son of Edward and Sarah (Sandsbury) James, had an interesting career. He sailed on the whaler *Mohawk* from the port when just past his 14th birthday, but deserted the ship in Australia because of brutal treatment received. He came home to enlist in the U. S. Navy in August, 1861, and saw service until August, 1864. He was with Admiral Farragut at New Orleans, Vicksburg, and Mobile Bay. After the war he went to South America, and it is claimed that he sank the first oil well ever attempted in Peru. He died in Bradford, Pa., in 1889.

Other Naval veterans were Acting Master's Mate Henry M. Upham, who served on the *Massachusetts*. Ensign George W. Coffin, of the *Ticonderoga*; Ensign David J. Starbuck, who served on the gunboat *Keweenaw* and the brig *Bohio*; A. B. Robinson, Paymaster of the gunboat *Pinola*; and Oliver S. Brock, Assistant Master's Mate on the U. S. *Honeysuckle*, who was promoted to Ensign for distinguished service.

Camp Life in the Army of '61.

Camp routine in the Civil War can compare favorably with that of the present day, as witness a letter from a Nantucket boy at Camp Hicks, at Annapolis, Md., as a member of the 25th Mass. Volunteers:

"Our camp presents a busy scene from morning until evening. Reveille at 6:30 a. m., at which every man is expected to turn out for roll call; Surgeon's call, 6:55, when the sick, the lame and lazy will repair to the hospital for their regular rations of pills, powders, etc.; drill call 7; fatigue call 7:05; recall from drill 8; breakfast 8:10; brigade drill from 9:15 to 12:30; dinner 1; mounting guard 2; company drill 2:30 until 4:15; dress parade 4:30; retreat 5; supper 5:30; tattoo 8:30; taps 10, at which all lights must be extinguished. No man can be excused from any drill or duty of any kind, except by the Surgeon or the Colonel.

"On Christmas eve the boys in our tent paid their respects to a fine turkey, direct from Worcester in the Old Bay State; also some genuine home-made mince pies, cakes, etc. A large dry goods box served as a table, and although we lacked the clean white cloth, yet five happier, merrier boys could not be found, than those in our tent—which we dubbed 'Sconset House'—on Christmas eve, 1861."

There were ten Nantucket boys at the camp, five of whom attended the above-mentioned Christmas dinner. The ten were: Corporal Alvin Smith, James Wyer, James Ramsdell, George Coffin, William A. Potter, in the 23d Mass.; Corporal Isaac H. Folger, John Thomas, James McCleave, 24th Reg.; James F. Cathcart, William H. Wood, 25th Reg.

Veterans Who Lived Many Years After The War.

Josiah A. Young enlisted in the Navy at the age of 14 years, 9 months. He served from Nov. 18, 1862, until August, 1865, on board ships *National Guard*, *Connecticut* and *Rhode Island*. He died in August, 1918, and was buried from his Pine street residence with a detail of Naval Reservists (then stationed on the island) as a guard of honor.

Benjamin A. Boston, a Nantucket colored man with Indian blood, was a whaler at sea when the war broke out. The ship he was on was chased into Cape Town by the Confederate privateer *Alabama*, and when Boston finally arrived home he enlisted in the Navy. He served on the *Brooklyn* and was in the first attack on Fort Fisher.

Thomas O. Simpson, who was in the North Carolina campaign with the 4th Mass., and was wounded at the Battle of Kinston, lived to be 91 years and 10 months old, passing away in 1915.

Thomas Coffin, of Nantucket, had a remarkable career. In 1854, the ship *Manchester*, bound from New York to San Francisco with his father in command, was wrecked on the coast of Patagonia, and all of the officers and crew except Thomas and a sailor were massacred by the natives. He was afterwards rescued, and subsequently went out to the mid-west to live. He enlisted in the 21st Illinois regiment and served throughout the war. He died in December, 1899.

Alfred T. Ray (brother of Alex. C.) was born in Nantucket in 1843, and moved to Vermont when quite young. At the age of 12 he was a private in the celebrated Lincoln Home Company of Addison Co., Vt. In Jan., 1862, he enlisted in the 7th Regiment, Vermont Volunteers. He fought at New Orleans, Vicksburg, and Baton Rouge, being with the forces routing Gen. Breckinridge's Confederates in Aug., 1862, at the latter place. He was the Corporal of the color guard of his regiment. Mr. Ray saw service in Alabama, Florida, Louisiana, and Texas, and was with the forces to which the Confederate General Joseph E. Johnson surrendered in 1865. Mr. Ray was a familiar figure to Nantucketers of the last generation.

Simeon Lewis, who lived to become the oldest man in Nantucket of his time, was 38 years old when he enlisted in the 45th Mass., and left behind him his wife and seven children, the oldest being 18 and the youngest nine months. He fought at Kinston and Newbern, N. C., in December, 1862.

Elisha P. F. Gardner is another of the veterans who may well be recalled. He first enlisted in Dorchester in 1862, and then assisted in recruiting 43 others at Meeting House Hill in Dorchester. He served in the 39th Mass. Volunteers. He re-enlisted in 1863 as an Orderly Sergeant in the 2d Mass. Heavy Artillery. During the North Carolina campaign he was detailed to the dangerous work of a spy. He twice made his way into Fort Fisher, dressed as a teamster, and secured valuable information. "Elisha P.," as he was familiarly known, resided many years in Nantucket, and his headquarters at "Poet's Corner," near the Prospect Hill Cemetery, revealed his evident talent as a "poet" and an exhibitor of curious and interesting Nantucket bits.

Last Veteran Represented Both The Army and the Navy.

James H. Wood, Sr., the last of the Grand Army Veterans, enlisted in the 2nd Mass. Cavalry in December, 1862. He afterwards transferred to the U. S. Navy, serving on the gunboats *Astor*, *Sassecus*, *Malvern*, *Princeton* and the frigate *Minnesota*. He was in the final assault on Ft. Fisher which resulted in the capture of this Confederate stronghold in January, 1865. It was most unusual that the last G. A. R. man on Nantucket should represent both army and the navy men from Nantucket in the Civil War. "Grandfather Wood," as he was often called, maintained to the last his deep faith in the G. A. R.'s Memorial Day.

Seventy-two Nantucketers lost their lives in the fight to preserve a greater Union. These "gallant boys in blue" left their regimental records as enduring monuments to their fame, and no one who reads those records can come away without experiencing, in some measure, a true appreciation for that cause "for which they gave their last full measure of devotion."

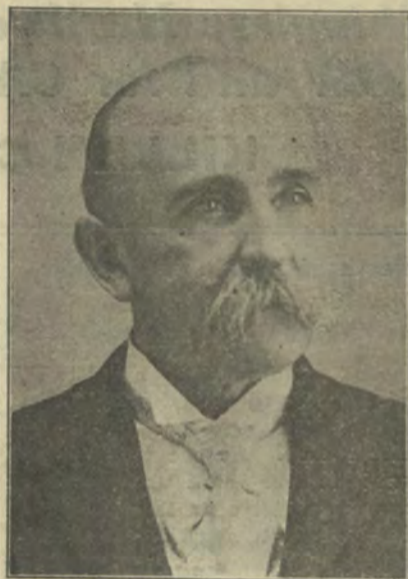
June 3, 1942

Death of Josiah F. Murphey, Civil War Veteran.

Josiah F. Murphey, a veteran of the Civil War, responded to the final roll-call Wednesday and passed to his reward at the age of eighty-eight. His death reduces the roster of Nantucket's Grand Army to two members and severs a close companionship between the trio of veterans who have carried on during the last few years in a manner that has won the admiration of the entire community.

Comrade Murphey had been in failing health for some time, due to his advanced age, and his passing had been anticipated for several days. Throughout his long life he won and held the respect of his fellow townsmen and was one of the sterling citizens of the community.

Funeral services were held at his late home on Hussey street yesterday (Friday) afternoon at 2:30 o'clock, with a large attendance. Services were conducted by members of Nantucket Lodge, I. O. O. F., the committal services at the grave being the military ritual of the Army, conducted



THE LATE JOSIAH F. MURPHEY

by members of the American Legion Post, with the two surviving members of the Grand Army—James H. Wood and James H. Barrett—paying tribute to their departed comrade.

Josiah F. Murphey was one of the 213 Nantucket men and boys who entered the Union Army and fought for the preservation of their country. He enlisted when but nineteen years of age and was one of the Nantucketers enrolled as a private in Company I of the 20th Massachusetts Infantry. He was one of the recruits who joined the regiment in August, 1862, and marched to the Bull Run battlefield to cover the retreat of General Pope.

He participated in the battles of Antietam and Fredericksburg, and was promoted to the rank of sergeant and then to second lieutenant. In the battle of Fredericksburg he was wounded by a rifle bullet on the side of the face, and was left for dead on the battlefield, and was so reported,



JOSIAH F. MURPHEY IN 1862.

his name being published in the list of casualties. He recovered, however, although greatly weakened from loss of blood, and while convalescing he was selected to take charge of the body of Lieut. Leander F. Alley, killed in battle, and bring it to Nantucket.

In the battle of Fredericksburg, the Union army had over 12,000 casualties, killed and wounded. The 20th Massachusetts Regiment, which contained so many Nantucket men, suffered severely. In this engagement seven Nantucketers (including Lieut. Alley) were killed and ten wounded.

MAY 2, 1931

C. A. R.

The veterans of Nantucket have taken the preliminary steps for organizing a Grand Army Post. At a meeting held Monday evening in Smith's Hall, Dr. B. F. Pitman was chosen chairman, and Rev. M. S. Dudley, secretary. A committee of three was appointed to canvass the ninety veterans to ascertain what support the project would receive, and Dr. B. F. Pitman, Messrs. J. H. Wood and Alvin Hull were chosen. Twenty-four names were secured before the meeting closed. The meeting adjourned subject to the call of the committee.

A CARD.

THE Committee of Sherburne Encampment, Post No. 2, G. A. R., hereby return their sincere thanks to Rev. Dr. F. C. Ewer, for his Lecture, on Monday evening, the 16th inst. Also, to Commodore Tompkins, of the Neptune Club, and his choir of singers, who so kindly volunteered their services for a Concert, on Friday evening, 20th inst., in aid of the Relief Fund of the Post. The Committee feel themselves highly indebted for the benefit thus conferred.

Per order of the Committee
F. B. SMITH, Adjutant.
Nantucket, Aug. 28, 1869.

Commander Ray.

Alfred Folger Ray, commander of Thomas M. Gardner Post, was born in Nantucket May 26th, 1843. He served for a period of four years and three months in the Civil War, enlisting on January 9, 1862, as a private in Co. H, 7th Vermont Infantry, for a term of three years. He re-enlisted in the same company and was discharged as a Corporal at the close of the war, at Brattleboro, Vt., on April 6, 1866. He participated in the attack and capture of New Orleans in 1862, under General Butler, and was in minor battles and skirmishes in Louisiana during that year, and also in the first attack on Vicksburg, Miss., when



ALFRED F. RAY.
From a photo taken when twenty-four years of age.

the attempt to change the course of the Mississippi river was made by the construction of a ditch in front of the city. General Butler's forces started this work, which was finished by General Grant in 1863, and although not utilized at that time, it has now become the channel of the river.

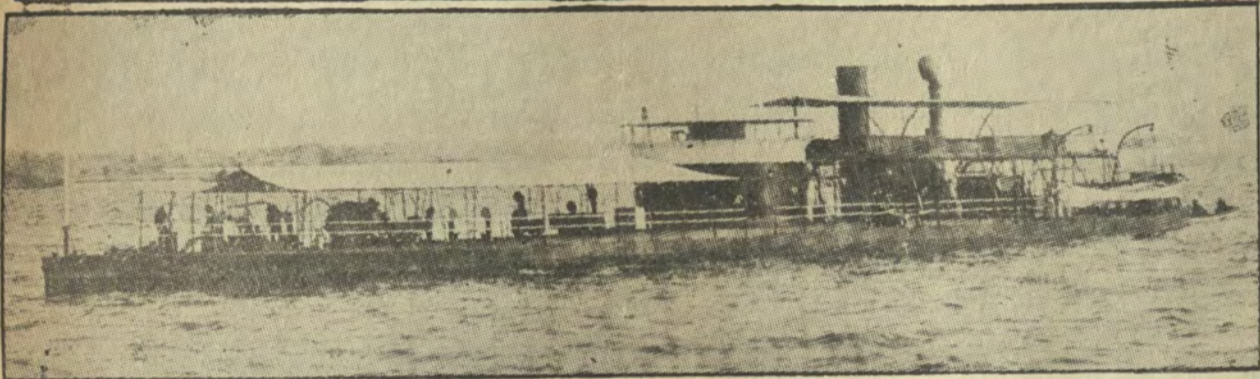
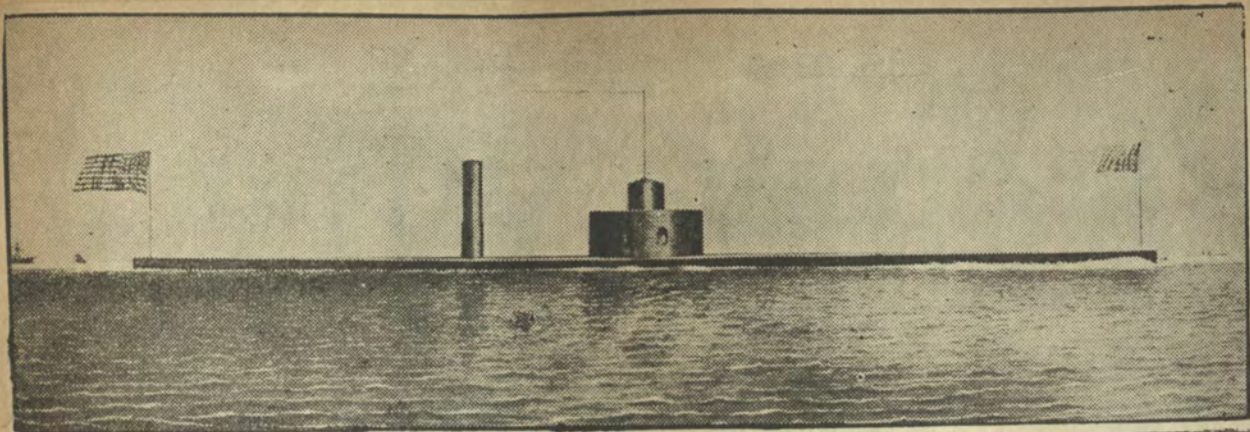
Commander Ray was in the Red River campaign, in the thirteen days' siege of Fort Spanish at Mobile, Alabama, and at the capture of the city. He was also in service on the frontier of Mexico, along the Rio Grande, in 1865 and 1866, until he was ordered home at the close of the war, to be mustered out.

At an early hour yesterday morning Lieutenant-Commander Thomas M. Gardner died at his home, corner of Main and Orange streets, at the age of 66 years. Deceased had been a sufferer for many months, but it was not thought that the end was so near, and he breathed his last so quietly that those in the room with him were not aware that the spark of life had gone out until a moment afterwards, when his countenance indicated that there had been a change. Capt. Gardner (he was accorded this title among naval officers as well as by his friends at home), was a man highly esteemed by all who knew him, and possessed genial qualities that always attract friends. His early life was spent in the whaling service, where he soon rose to command, and in the first part of the late Rebellion he entered the naval service of the Union as a volunteer, commissioned an acting master. He served with bravery and distinction, and followed up in regular line of promotion until he received rank as a lieutenant-commander in 1877. He participated in numerous important naval engagements on the James river and before Mobile, being under fire on twenty-seven occasions. A few years since, his physical infirmities having disqualified him for active service, he was placed on the retired list, and has since resided here surrounded by home comforts and friends. He was twice married, and leaves a widow, who has the tender sympathies of the community in her severe affliction.

To Organize a G. A. R. Post.

At the meeting of veterans in Smith's Hall on Monday evening it was ascertained that there were upwards of 40 members had responded to the call for subscription towards forming a Grand Army Post, and it was voted to send for a charter immediately. The lodge room over the Custom House lately occupied by the Knights of Honor has been secured as a headquarters and a mustering officer is expected here soon, when the post will be duly organized and officers elected. No name has yet been decided upon but several are under consideration and it is probable that the name of some deceased island comrade may be selected. We wish the new Post all success. Nantucket was the banner town of the Commonwealth to respond to the call for men when the nation's life was in peril, furnishing more than her quota, and it has been a matter of surprise that she should have been so many years without a Grand Army Post organization.

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Above—The monitor Nantucket stripped for action as she looked at the shelling of Charleston and Morris Island.
Below—The monitor Nantucket in peace times. The flying bridge was added after the war, while the boat cranes, railing and ventilators were removed when she was going into action.

Sept. 6, 1924

The Martyrs of the War.

We republish in this issue the list of names of soldiers and sailors who lost their lives in the service, some few corrections and additions having been made since the last publication. It is still open for further suggestions, and those who have any information to make it more correct, should next week bring it to the notice of the Committee. A question as to non-residents, or men who, although natives of Nantucket, had removed, gained a residence elsewhere, and then enlisted, has given some trouble to the Committee; but it is evident that the names of such ought not, justly, to be counted here, as they are liable to be included in another list at the place where they enlisted.

- | | |
|---|---|
| George G. Worth, | 1861.
Albert D. Stackpole. |
| Charles D. Barnard,
Frederick Hoeg, Jr.,
Jared M. Hunter,
Alexander Barker,
Charles F. Green,
Alexander P. Moore,
William E. Swain,
Charles B. Swain, 3d,
William H. Winslow, | 1862.
George E. Snow,
Charles A. Morris,
William H. Wilcomb,
William H. Swain,
Edward F. Alexander,
Edward H. Daggett,
Leander F. Alley,
Clinton Swain,
George K. Robinson. |
| Charles F. Ellis,
Charles C. Holmes,
George W. Chadwick,
Joseph B. Morey,
James Folger,
Charles S. Russell,
Frederick W. Andrews,
Rufus Coffin. | 1863.
Henry Jones,
Henry G. Raymond,
Charles G. Folger,
Henry C. Russell,
Ferdinand W. Defriez,
Jacob G. Swain,
Allen Bacon. |
| Caleb L. Depung,
Howard Vincent,
Charles H. Raymond,
George P. Chase,
Edward P. Hamblen,
Francis J. Rogers,
Ebenezer B. Gould,
Ferdinand Alley,
Alvin C. Coffin,
Charles H. Backus,
David Morrow, | 1864.
William R. Beard,
George N. Bennett,
John F. Barnard,
George G. Coffin,
Benjamin Smith,
Augustus D. Briggs,
Charles G. Arthur,
John H. Alley,
Edward W. Randall,
Arthur M. Rivers,
Robert B. Hussey. |
| Samuel C. Crocker,
William H. Gruber,
Francis I. Briggs,
George Spencer,
Benjamin F. Ray,
William R. Kelley,
Albert Kelley, | 1865.
Seth C. Chace,
George W. Snow,
Shubael M. Winslow, Jr.,
Foley W. Morgan,
George H. Coffin,
Edward P. Folger,
Thomas Nevins. |

May 16, 1874

ALABAMA AWARDS.—The following awards by the Court of Commissioners of Alabama Claims, in cases of interest in this vicinity, recently argued by Wendell H. Cobb, Esq., of New Bedford, have been made, with interest from the date of each:

- No. 3,615. Horatio W. Adams, \$52, January 11th, 1864.
- No. 3,617. Joseph S. Barney, \$28, July 15th, 1865.
- No. 3,619. Joseph S. Barney, executor, \$49, June 16th, 1865.
- No. 3,621. Benjamin S. Coffin, \$40, September 2d, 1863.
- No. 3,624. Edward Field, executor, \$32, September 29th, 1865.
- No. 3,625. George C. Gardner, \$81, October 1st, 1863.
- No. 3,626. Eliza B. Gibbs, executrix, \$505, July 8th, 1865.
- No. 3,627. Allen Coffin, special administrator, \$68, January 17th, 1864.
- No. 3,628. Reuben R. Hobbs, \$50, July 7th, 1865.
- No. 3,629. Moses Joy, \$48, August 2d, 1865.
- No. 3,630. Barzillai Luce, \$20, August 2d, 1862.
- No. 3,632. Oliver Prescott, surviving assignee of the estate of Freeman E. Adams, \$2,297.56, April 23d, 1865.

May 2, 1865

For The Inquirer and Mirror. Nantucket and the U. S. Naval Academy.

Mr. Editor:

During the past forty years three sons of Nantucket have been graduated from the Naval Academy at Annapolis, and rendered conspicuous services to their country. Their names are, Capt. George William Coffin, Commander Seth Mitchell Ackley and Lieut. Richard Mitchell. Of these Commander Ackley alone remains. The other two "having finished their course do now rest from their labors." Of the living and the dead we may well be proud of the record they made for themselves—a credit to their country and to the island where they were born.

Now, Mr. Editor, I beg the Nantucket boys of today to study the lives of these three noble sons and emulate their example; and when there is a vacancy in this Congressional District, see to it that there shall be a son of Nantucket to fill that vacancy. Our navy is on the increase, and must be for many years to come. Here is an opportunity for a certain number of boys to show their love of country by service in the navy.

I hope the time will never come when our island will be unrepresented by a graduate of the Naval Academy in active service.

HENRY MACY UPHAM.

[It may be our correspondent has lost sight of the fact that yet another son of Nantucket is a graduate of the Naval Academy, and in actual service—Ensign Edward Woods.—Ed.]

March 30, 1901

The First Graduate From West Point.

Among the interesting historical notes recently taken from the town's records we find the following:

'Extract from Zaccheus Macy's Journal, Massachusetts Historical Society:—

Zaccheus Macy was grandfather to General Joseph Gardner Swift, the first cadet to graduate from West Point military academy, and afterwards an eminent engineer in the service of the United States government, superintending the building of all the principal fortifications of our coast and lakes, and an intimate friend of General Winfield Scott.

General Swift was commissioned February 19th, 1814, as Brigadier-General (although his memoirs say 18th). At one time was superintendent of West Point military academy.'

March 14, 1903

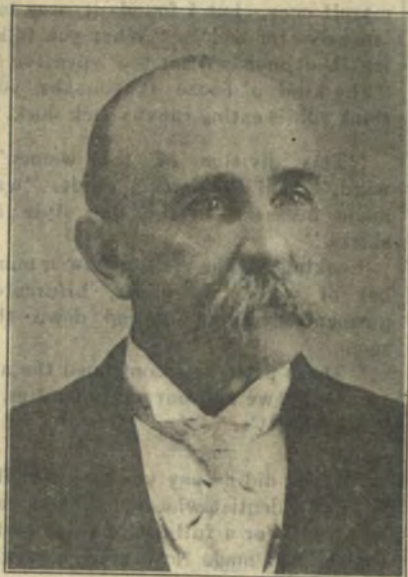
The Battle of Fredericksburg.

Editor of The Inquirer and Mirror:

Continuing my narrative of the experiences of the 20th Massachusetts regiment in the battles of Antietam and Fredericksburg, begun in your last issue, I will now give the details of the latter engagement as I recall them. Following the shelling of the city of Fredericksburg by the Union artillery, events happened thick and fast.

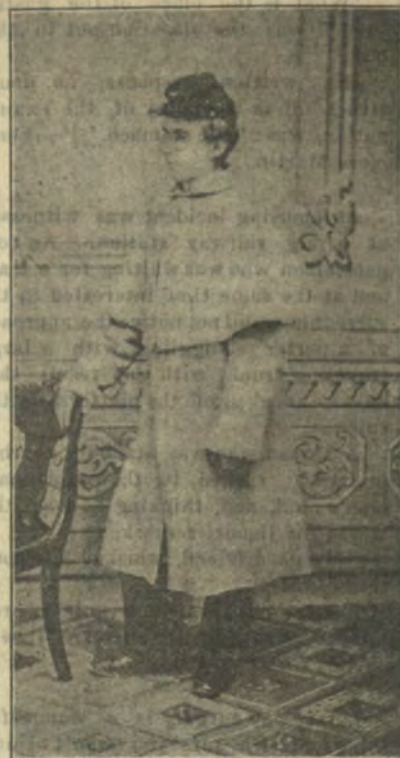
The pontooniers made two or three attempts during the day to finish the pontoon bridge, but the fire from the enemy, composed of Barksdale's Mississippi sharpshooters, was too much for the bridge builders to stand and they again fled to the shore, leaving their dead and wounded as before.

A consultation of officers was held by the leaders, and Burnside decided to call for volunteers to charge across the river in the pontoon boats, and Col. Hall of our brigade offered his troops for the service. We were marched down the bluff to the shore of the river, and six of the pontoon boats were drawn up near the shore



JOSIAH F. MURPHEY.

and at command rally on the center, the 7th Michigan and the 19th Massachusetts rushed to the boats and jumped in, and in the face of a murderous fire, in which a number were killed and wounded, pushed across the river and drove the enemy's sharpshooters from the rifle pits. The boats returned immediately, bringing back their wounded and a number of the enemy as prisoner. Our regiment jumped into the returned boats and pulled across to reinforce our troops, and the pontooniers immediately went to work and finished the floating bridge. In the meantime we lay on the bank of the river (where we landed from the boats) until the bridge was finished, and more troops started to cross the river. Our regiment was ordered to fall in and clear the city of the enemy. We fell in, in two platoons, consisting of four lines of about fifteen men each, which made up our company; the rest of the regiment followed, by the right flank marching four abreast. As soon as we came in sight, over the river bank, the enemy, who were in the houses and behind every nook and corner, poured into our exposed ranks a most terrible fire and our men dropped like leaves in autumn. They had us at a great disadvantage and they knew it, but not a man faltered; we marched straight up the street, firing as we went, but you could not see a rebel to fire at. They kept hidden in the houses and behind the fences and we could only tell where they were by seeing the puff from their rifles, and



JOSIAH F. MURPHEY.

From a photograph taken in December, 1862.

our captain, H. L. Abbott, told us not to fire until we could see something to fire at.

We had now arrived at a street crossing the one we were on, and as yet I had not fired a shot, being on the left flank and in the fourth line, but as I turned to look down this street, which I afterwards learned was Caroline street, I was struck by a rifle bullet on the side of the face and fell, the regiment passing on and leaving me lying on the ground. Some one told Comrade Pratt, my tent mate, that Murphey had been killed, as they saw him fall; and even the Boston Herald of that date said that I was mortally wounded in the head. All this happened nearly fifty years ago, and though many of the Nantucket boys engaged in that battle have passed to the great beyond, I am, by the blessing of God, still on the face of the earth.

When I recovered consciousness, the regiment was about fifty or sixty feet from where I fell. I got up and made my way back across the pontoon bridge to a brick dwelling on a bluff that had been taken for a hospital, owned by a man named Lacy. Here my wound was temporarily dressed and I lay down on the floor, being quite weak from loss of blood. The wounded were constantly arriving through the night, those slightly wounded coming in themselves, while the more severely injured ones were brought in on stretchers. A rebel, wounded in the hip, was brought in and laid on the floor beside me. After a short time he asked me to what regiment I belonged, and I told him the 20th. Mass. "Ah," he said, "I have fought that regiment three times." I asked him how he knew, and he said, "Well, we fought you at Ball's Bluff and beat you." I said, "Yes, but at that time I was not with them. Where next?" and he said, "At Fair Oaks." I said quickly, "Yes, but we beat you there." He answered "Yes, but we will beat you in this battle," and I told him I thought they would. His case was a strange one; he belonged to the 13th Mississippi; he was wounded in the right hip at the battle of Fair Oaks and taken prisoner, was a prisoner about 6 months, and exchanged, and at this battle he was wounded in the

left hip and taken prisoner. We had a number of arguments as to which side was right in the war. He was a pleasant, intelligent man and I liked him.

Of the horrors of that first night in the hospital I will not say much; it was too terrible to write about. Suffice it to say that everything was done to make us as comfortable as could be with the limited means at hand.

Many men were brought in terribly wounded and died in a few minutes, and they were removed to make room for others. The building was filled to its greatest capacity, and many a poor fellow lay on the ground outside all that cold December night, and many died from that exposure.

I did not remain in the hospital very long, as I was selected (on account of being wounded) to take charge of, and bring to Nantucket, the body of Lieut. Leander F. Alley, who was killed in the battle while helping to lead the regiment in an attack on Morye's Heights, just outside the city. Of the journey home and the reception by the loyal citizens of this town I will write later.

After I was wounded the regiment kept on moving up the street, losing heavily in men at every step. In this short fight, lasting only about two hours, our regiment lost ninety-seven men in a space of about fifty yards, our own company losing nearly one-half of these, or about forty men.

I want to add to this one or two incidents that happened during and after the battle. While the regiment was marching up the street from the river, a citizen of the town came out of a house and said he could tell us where the rebels were. He was pressed into service, but had hardly gone ten steps when he was struck by a bullet from his own people and killed and was left on the street where he fell.

During the first night of the battle, Albert C. Parker, a Nantucket boy (aged at that time about 17 years), was brought into the hospital on a stretcher very severely wounded, and suffering intense pain. When he caught sight of me he begged me piteously to end his sufferings. I spoke to him and told him an attendant would soon help him. One appeared in a short time and gave him some medicine that quieted him, and he went to sleep. When he awoke in the morning, his pain had nearly all left him, and I asked him if he wanted me to carry out his wish of the night before. He said, "No, but last night I was suffering so I did not care whether I lived or died." He was discharged for disability some time afterwards, got a position as letter carrier in the Boston postoffice and is there today.

One more incident and I will close this: On the morning of the battle of Fredericksburg, while we were standing in line ready to march to the city, Capt. H. L. Abbott, of our company, asked a corporal if he would volunteer to carry the colors in this battle. He immediately said yes, but as he left us for that position he said, "Good-bye, boys; you will never see me again." We never did see him; he was not killed, but so badly wounded that he never returned. The battle of Fredericksburg cost the union army 12,000 men in killed, wounded and missing. Think of it! About four times as many as there are inhabitants in this town! Nantucket lost in this battle one officer and six men killed and ten men wounded—all from our company.

Now, most of us, comrades, are feeble old men; Our heads growing gray with the fast-fleeting time; But though still in this world our muster roll shortens, Let us hope it grows long in a happier clime.

J. F. Murphey.

Fought at Ball's Bluff.

Today (October 21st) is the fiftieth anniversary of the battle of Ball's Bluff, the first engagement of Co. 1 of the 20th Massachusetts, with which were so many Nantucket men. During this battle George C. Pratt was wounded and was sent home on a month's furlough, he being the first wounded Nantucketer sent home after the war began. In speaking of his experience, the other day, Mr. Pratt said:

"Fifty years is a long time, yet I can recall every move we made the few days before and the day of the battle of Ball's Bluff, just as clearly as though I were living it over again. On Sunday, the 20th, during the afternoon and evening, we transported our 1,700 men across the Potomac river, from Maryland to the Virginia shore, with only a pontoon boat and a skiff, crossing at the place called Edward's island. The next day, early in the afternoon, we went into the battle of Ball's Bluff, and 5,000 rebels drove us back into the Potomac. We fought hard, but they were too much for us, and all we could do was to try and swim across the river. Two boats loaded with soldiers were sunk, and many of our boys were shot and killed after they entered the water. Among them was George G. Worth, of Nantucket, whose body was later found about forty miles further down the stream, and identified by a small testament in the pocket, which bore his name. I was wounded first in the hip and then in the head and was in the hospital (a tent) several weeks, before I was sent home to recuperate. When the scab came from my wound a section of the skull came with it, yet I was able to rejoin my regiment after a short furlough."

The first details of the battle which reached Nantucket were printed in The Inquirer of October 30, 1861, in a letter from Capt. George N. Macy who was advanced to the grade of captain after the battle was over. The details, brief as they were, gave information to anxious friends on Nantucket, and doubtless set many anxious hearts at rest. We reprint Captain Macy's letter below:

"Alley, Whitford, Cartwright, Alexander, Barnard, Barrett, Bunker, Bailey, Baker, Cook, Conway, Green, Hunter, Holmes, Wm. Kelley, Tim Kelley, Orpin, Paddock, Pease, Ryder, all safe and well; not hurt.

Albert Kelley could not swim and did not follow the Captain; is probably a prisoner. Samuel Lowell followed the Captain and we are surprised that he is not here; we think he must be helping the wounded, and will turn up yet. Pratt is wounded in head and thigh, is doing well and will recover. Stackpole has a ball through the abdomen, inside somewhere, is a great sufferer and his fate is doubtful; can't get ball out.

Worth, James Worth's son, of Siasconset, I fear was shot while crossing; still he may be a prisoner, but some of the boys say he started to swim when I did, with his friend, McKenna; if so, I think him shot, as very many near me sunk under the terrible volley that came after us. He was a noble fellow and we mourn him much; he fought bravely, and, if dead, died a hero. Summerhayes got a buck shot in his hand."

In line with the fiftieth anniversary of the battle of Ball's Bluff, the following letter is also of interest. It was printed in the Nantucket Inquirer of November 13, 1861.

Camp Benton, Nov. 1, 1861.
Mr. Geo. W. Macy:

I take the liberty of addressing you, sir, to ask that you will say to these relations and friends of the killed and missing men of my company, belonging in Nantucket, that they have the sweet consolation of knowing that they died

like heroes and brave men; that they fell fighting for the honor and liberties of a country, which will remember them with a tear of gratitude, as long as her history shall be written.

George G. Worth was one of the best men in the regiment, honest, open-hearted and brave, and it was a severe blow to me to hear that he was among the missing. He was probably shot while crossing the river, after fighting bravely through the day, until ordered to retreat.

Mr. Samuel Lowell is not a hope, but a prisoner. He went up bank with me and wandered off with two or three other men to surrender themselves as prisoners, as none of us expected to escape. He was always so quiet and obliging that he won the respect of every man in the company, by whom he was always addressed as Mr. Lowell.

Albert Kelley was unhurt when last seen on the bank of the river. He was probably taken prisoner with the others.

Albert Stackpole has since died of his wounds. He bore his sufferings with courage and patience. We buried him as a soldier should be, on Sunday last, Oct. 27th. A small inscription marks his grave, near the main road leading to the Ferry.

I cannot close without alluding to the honor which is due to all your townsmen in the last disastrous battle. Nantucket may well be proud of such sons. They all acted the part of brave men, fighting in their country's cause, and never yielded their ground until driven back by superior numbers, and then only at the orders of their commanding officer.

George C. Pratt is wounded and in the hospital, where he receives every attention that can conduce to his comfort. He is getting along finely and is in excellent spirits.

John W. Summerhayes was slightly wounded in the hand, but is now entirely well, and is devoting his attentions to the wounded men in the hospital.

To mention those of the company who acted with special bravery would be but to give you the whole roll call. Allow me to congratulate you on Lieut. Macy's conduct and safety.

I remain, your Obedient Servant,
W. F. Bartlett,
Capt. Co. I,
20th Regiment, Mass. Volunteers.

G. A. R. Presentation.

On Tuesday afternoon next, Aug. 27, at the Soldiers' Ground, in Prospect Hill Cemetery, there will be public exercises commemorative of the placement of markers, or flag-standards upon the graves of the soldiers and sailors of the late war. These will be presented to Thomas M. Gardner Post, No. 207, by George H. Paddock, of Providence, a member of Slocum Post, G. A. R., and accepted by Commander Edward H. Wing, of the local Post. After prayer by the chaplain, and during the playing of a dirge, the markers will be placed by the several committees. The ceremony will be an impressive one. Associate members, David B. Andrews, Dr. Arthur Elwell Jonks, and Representative Arthur H. Gardner will deliver brief addresses. The Fitchburg Military Band have kindly offered their services, and will escort the Post to and from the cemeteries. All citizens, visiting army and navy comrades, and strangers to the island, and local organizations are invited to swell the ranks of the public parade, which will leave G. A. hall at two o'clock sharp.

The Peanut Man in 1863.

In 1863 Elisha Pope Fearing Gardner, the Peanut Man, was a sergeant in the 2d Mass. Heavy Artillery. During a furlough he applied to act as a recruiting officer, which was granted. Here is his call to his fellow townsmen as promulgated through the local press at that time, which resulted in securing three enlistments, viz: John W. Rand, Benjamin S. Cathcart and Reuben S. Folger. The recruiting office was in the store on Main street now occupied by Frank C. Lamb:

Fall in! Double Quick!

In view of the fact that I am a drafted Volunteer, the President has very kindly extended my furlough, and I shall keep the office open until further orders from him. I therefore cordially invite all the young men of Nantucket, both those who have seen service, and those who have not, to fall in, in two ranks, those who have seen service, on the right. Then I want you all to come forward, one at a time, and put your names down on my roll, and enlist in this 2nd Regiment of Heavy Artillery. There are always two sides to a picture. Let us take a prospective view. First the dark side. There is a long dreary winter fast approaching and what is there on Nantucket for a young man to do this coming winter? How are you to obtain a living for yourself and family? Walking up and down Main Street wont do it, how are you to do it? That is the dark side. Now then for the bright side. Here you enlist in this Regiment, allowing you to be a private (and you may be Colonel) you will get \$13 per month, and if your family consists of three, they will draw \$12 per month, and that will make \$25 per month, and your rations and clothes found you. Then look at this \$450 bounty, that you nine months men will receive in addition to this \$25 per month. New recruits will receive \$150 bounty, and the same pay and state aid. This large bounty will be paid in installments of \$50. How can you earn more money, or earn a better living for your families? No matter if you haven't spent quite all your greenbacks, leave what you have, with your families, and go and get some more. This Regiment is being raised for garrison duty in Newbern, N. C. It is an easy and pleasant branch of the service, as there is no marching to be done. North Carolina having been carried away by the tide of rebellion, is now anxious to get back to the Union. And to day she is calling upon you, young men of Nantucket, to assist her to get back to the Union. Shall that call be in vain? No, let us raise a brave crew, and go to North Carolina, and man the yards, and take the helm, and pilot her back into the Union, and keep her there. What greater inducements do you ask for, what better chance? This is too good a chance to last long. Now is the day of salvation. Let not conscientious scruples make you linger. If you wish to serve your country, if you wish to earn a good living for your families, if you wish to earn money, and receive this \$450 bounty, enlist in the 2nd Regiment Mass Heavy Artillery, Col. Jones Frankle. Fall in for roll call.

Sergeant Elisha P. Gardner,
Recruiting Officer,
Hussey's block, Main St., Nantucket.

Was a Naval Veteran.

Albion King Paris Bucknam, who died at Nantucket on the 7th inst., was a veteran of the civil war and possessed an excellent record in the service of his country. He was born at Falmouth, Me., on the 12th of May, 1824, the son of Nathan and Elizabeth Moody Bucknam, and was one of eleven children. His grandfather and father were prominent in shipping circles of their day, and it was but natural that the four sons and the husbands of the six married daughters should have each followed the sea.

During the first month of the Civil War, Albion K. P. Bucknam was employed at Kittery Navy Yard, from which place he was appointed assistant engineer in November, 1863, and ordered to the U. S. S. Magnolia. He was promoted January 6, 1865; honorably discharged August 8, 1865; re-appointed November 20, 1866, and ordered to the U. S. S. Gettysburg. On February 27, 1867, he was detached on waiting orders, and on April 26, 1867, ordered to the U. S. S. Don, being mustered out of the navy on May 14, 1868.

At the battles of Newbern and Roanoke Island he was attached to the steamer New Brunswick, then under charter to the government. At the battle of Mobile Bay, he was on the U. S. S. Magnolia. After his naval career he followed his chosen profession in the coastwise steamship lines north and south from Boston, until finally he accepted the position of engineer on the steamer Island Home, in which capacity he was best known to Nantucket people for over twenty years, and from which he retired a few years ago to spend his remaining days among the people he had learned to love so well.

His first marriage in 1847 proving an unhappy one, was terminated legally, and in 1876 he married Love Baxter (daughter of William and Betsy Cary Baxter) who was born at Nantucket, June 18, 1835, and who survives him after thirty-three years of continued happiness.

By his first marriage he had the following children: Clifford Metz Bucknam, (Died Yonkers, N. Y., 1896), Annie J. Bucknam Stone, of Winthrop, Mass., Walter Eugene Bucknam, Buffalo, N. Y. His grandchildren have been thirteen in number, of whom nine are now living. His great-grandchildren have numbered seven, of whom six are now living.

Not only to his relatives, but to all who ever knew him, Albion K. P. Bucknam was a lovable man, upright and conscientious, a good citizen and kind neighbor. He early affiliated with the Masonic order, and later with the I. O. O. F., and was also a member of the G. A. R.

Oct. 23, 1909

Aug. 24, 1901

Feb. 14, 1903

THINGS ABOUT TOWN.

RAISING OF FLAG.—On Wednesday last at 12 o'clock the Ladies of the Atlantic Straw Works raised a beautiful American ensign, made by their own nimble fingers. At the hour appointed the ladies of the Works gathered in front of the building and sang the Star Spangled Banner and the Red, White and Blue. After this salutes were fired, and rousing cheers given for the ladies. Alfred Macy, Esq. read an ode written by a lady of this town, and addressed to the New York Seventh Regiment, which was a fine production, highly appropriate to the occasion. We insert it by request:—

To the Seventh Regiment of New York,
but appealing equally to the Young
Men of America

BY A MOTHER.

Gird your battle armor on!
Strike for Freedom! Strike for Right!
Shield 'The Flag' so dearly won!
Emblem of our Nation's might,
Planted upon Bunker Hill,
With the blood of martyrs sealed;
Martyrs, whose determined will
Quailed not on the battle field.
By memory of those sires,
Sleeping in the silent dust,
By our homes and altar fires,
Guard it! 'Tis a holy trust!
Say its sacred folds shall never
By the insidious foe be torn!
But, untarnished, wave forever!
Wave o'er millions yet unborn!
Thro' the noisy din of battle,
Thro' the land the Pilgrim's trod,
Through the cannon's booming rattle,
Freedom's shouts ascend to God.

Loving spirits hover o'er you
In lone watches of night,
Trusting God soon to restore you,
God, in mercy, speed the Right!
In the homes you love and cherish,
Bleeding hearts breathe in prayer;
Go! if for the Right you perish,
Live upon its altar there!
From the early dawn of morning
Till the twilight shades descend,
Angels waft the solemn warning,
"Be ye faithful to the end!"

Mr. Macy then made a spirited address, which we regret we were unable to report. Capt. Rufus Coffin was next called upon, and spoke as follows:—

"Ladies of the Straw Works of the town of Nantucket: Accept my thanks for the honor you have done me in calling upon me to address you on this important occasion; important, because it tells to the world the feeling that promoted you to erect this elegant staff, and to hoist this beautiful flag—our country's flag—the work of your own hands. History teaches us that in most all great and important undertakings, women have ever lent a helping hand, and in many, they have taken the lead; but we need not turn over the page of history to find instances of noble daring on their part; nor even go back to the days of the revolution, when mothers buckled on the knapsacks to the backs of their noble sons—our fathers—filled for them their cartridges, and imprinting a kiss upon their brows, bid them 'God-speed' as they went to do battle for their country's cause. We have only to turn our eyes back to Sunday last, and look upon the matrons of the present day, working with nimble fingers and willing hearts in behalf of their noble volunteers who have gone to protect the flag which you have to-day flung to the breeze—the flag of liberty—our country's—flag the stars and stripes of our own dear native land—the only flag you know—the flag we love.

'Tis the same patriotic spirit that has caused you thus to do honor to our country's flag, that impelled our fathers of the revolution to deeds of noble daring, and taught them to press onward under difficulties and defeats, guarding well their flag, till at last the halo of victory shone above it, and makes it our highest pride to do it honor.

Ladies, I glory in that spirit of patriotism which you have to-day exhibited, and you may well believe that this act of yours will not be passed over as a thing of to-day, and to-morrow forgotten. I tell you it has made its mark, and will become not only a part of the history of this town, but of this country and of the world. Your fame will be known in every city, town and village of our land, and all will do honor to the ladies of this island; a noble fame—the fame of standing forth as noble, generous women, anxious for your country's good, and willing to do all that your hands may find to do for your country's cause. Well may you be proud then, ladies, of what you have done to-day, and every man that now looks upon your beautiful banner, thanks you in his heart for this deed of yours. Wherever he may be, he will not forget it, and it will be another inducement to him to maintain its honor.

We have here an island home, but women like you can protect it; no ruthless invader dare approach these shores, when he knows that you are its guardians. Let the men go to the war, if need be, and fight for the glory and honor of our country. You will remain here and protect their homes. I have offered my services to protect the coast, and when I leave you, I shall leave behind me a family of children as dear to me as life itself; but I shall leave them with you with the proud consciousness and happy feeling, that you will be their protectors, and that should I return, I would find them, and my and their home safe under such protection.

Ladies, again I thank you for this noble deed of yours—for this indomitable spirit of patriotism and devotion of your country's good. It will be an example to others. You have done all you can do, and your fame will be handed down with his who of his abundance has so generously offered four millions of dollars as a gift to our government, and the loan of ten millions more. Such acts are not forgotten, and those who leave you to give themselves to their country's cause, will bless you for the impetus you have given them, and will never see that flag insulted or disgraced. Ladies, may this ever and forever be our Flag."

After making the above remarks, Capt. Coffin again took the stand, and said:

Fellow-Citizens:—I take the stand again to say to you, that the ladies of the Straw Works of your island, whose nimble fingers have fashioned and made this beautiful flag that now so proudly waves over us, have said to me that they now offer to you willing hearts and ready hands, to make up any article that those may want who volunteer to protect it.

At the conclusion of Capt. Coffin's remarks hearty cheers were given for the Straw Works for President Lincoln, Gov. Andrew, Anderson and others. The crowd then dispersed well pleased with the ceremonies.

ANOTHER.—On Saturday afternoon at 4 o'clock Mr. Obed O. Parker flung to the breeze a new flag from a staff upon his store. This was made an occasion of rejoicing. The Brass Band, John W. Hallett, leader, patriotically volunteered their services, and were promptly upon the ground where they performed several national airs. A large audience soon assembled. A fervent and impressive prayer was offered by Rev. Mr. Bodfish, of the Centre St. M. E. Church. Appropriate speeches were made by Capt. Rufus Coffin, Hon. Wm. R. Easton, Alex. P. Moore, and B. H. Whitford, interspersed with music, cheers, and salutes from the "Guards."—Mr. A. P. Moore read by request the following letter, which was that day received from R. B. Forbes, Esq., Boston, concerning the Coast Guard:—

Boston 26 April 1861.

Capt. Rufus Coffin, Nantucket.

Dear Sir,

In answer to your patriotic letter of the 21st I have to say that your name is enrolled among the applicants for drill on the Coast Guard service. For the information of other gallant sons of Nantucket, and vicinity, I have to say, that any competent shipmasters or chief mates who may desire to serve in this corps rather than in a similar organization (which ought to be got up near you) had better come here to make personal application at once. Several vessels, propelled by steam, are fitting out under the auspices of the State and

the merchants to sail, properly armed very soon in aid of the flag. Let any that come bring their baggage and arms if they have any ready to embark next week. If such letters as yours could be read by our people, they would put to the blush those who ignore the requirements for the equipment of the coast guard which fall short of the necessities of the corps about four thousand dollars. Rifles, Carbines, and Pistols are getting very scarce here. If you have any supply of bomb-lances they will be useful in the outfits of the steamers.

We could have enlisted hundreds of men yesterday, but I defer filling up the corps because I desire to have men of character and standing under my flag, and I wait personal calls from men, who like yourself, are as well fitted to command as to obey.

You will oblige me, and serve the cause by publishing this communication in your papers several times, if possible. I hope Nantucket, Edgartown, Holmes Hole, Falmouth, and the Trinity, will respond to this call, or, better still, immediately organize a Coast Guard, and Gun Boat, of their own, and drill it, thoroughly, ready to be drafted into vessels fitting out for the defence of our flag. No time should be lost. I am, very respectfully, yours,
R. B. FORBES.

We can not give the remarks of all the speakers, as we had no means of reporting them, we present, however, the substance of Mr. Whitford's remarks:—

I came here to-day to help celebrate the raising of the glorious old Star Spangled Banner, but I did not expect to be called upon to address you—I am glad, however, to be able to speak for the Union.

I thank Heaven that I was born under the Stars and Stripes, but had I the remotest idea, that while I live, it would be trailed in the dust and dishonored, I could truly and fervently say, "would that I had never been born."

We have met to-day to fling to the breeze the Banner of our country.—We, the people of this free, happy and prosperous land, have on each succeeding anniversary of our National Independence done the same, and during these celebrations rejoicing filled the land shouts of joy with the true ring of freedom ascended from every City and Hamlet and the sight of the emblem of our Nationality filled the hearts of the people with gladness.

But what means this excitement to-day? Why are the faces of the men so stern and determined? The Tocsin of War has sounded. The Old Flag is threatened with dishonor, and even with annihilation, and the cry of *To Arms! To Arms!*—is ringing through the land. We have heard the response. From Marblehead in the Old Bay State, and away from over the mountains and broad prairies we have heard the battle cry—From the hill-side and the valley, the hosts are pouring forth and the march of armed men has hushed the busy hum of day's labor, and awakened the sleeping echoes of the night. The country calls, and her sons with the alacrity of freemen are rushing to the post of duty and danger. "The Mud Sills of the North" have arisen from their beds of Clay, and the fire of Patriotism has hardened them into *Perfect Bricks*, shoulder to shoulder they stand cemented by the blood and deeds of their Forefathers. Think you that southern traitors can make a permanent breach in this wall of defence? No! Never!—The freemen of the North, stand almost as a unit for the glorious Old Flag and the Union and the few waiters in our midst are so blackhearted and craven that even the Buzzards of South Carolina would loathe their polluted carcasses.

Political differences have all been thrown aside, and love and devotion to the Union is the all pervading sentiment.

I believe, Fellow citizens, that we have got the right man at the head of this government, and I can say as was said of Governor Andrews a few days since—I did not vote for President Lincoln, but I tell you to day that I am glad he was elected—He seems to be made of the right metal and has the right spirit. I admire his reply to the Baltimore Committee.

"Gentlemen, the men I have called to defend the Capitol, cannot pass under your State, neither can they fly over it, but they shall come through it." There spoke the true old Jackson spirit.

In regard to our own Town, what can I say? I believe that we are as patriotic as any of the people of this land. The people here are not a fighting people, it is true, but their bravery and courage cannot be questioned. The tests which they have successfully and manfully withstood would cause the hearts of some of those fierce fire eaters to quail and tremble. They have been called to the battle with the warring elements and the mighty monsters of the deep, and to-day should the call come for us to go forth to check rebellion and drive the invaders back, to put down by force of arms, the traitors, who threaten us with dishonor and our government with destruction, would you hold back men of Nantucket? I will not believe it.

The thing went off finely, the company present uniting in singing "America," which was played by the band, constituted the grand finale.

May 1, 1861

For the Inquirer. Song of the Nantucket Patriot.

BY MRS. J. H. HANAFORD.

ATR.—"Star Spangled Banner."

Across the blue waters the war cry has sped,
And true hearts have heard it, and nobly responding
On the isle of my birth, to their country have said,
"We'll join the brave ranks, ne'er of vict'ry desponding;
We'll fight for the flag of our dear native land
For 'divided we fall, but united we stand,'
And the Star Spangled Banner forever shall wave,
O'er the island that ne'er was the home of the slave."

Though our fathers fought not in the wars of the Past,
So renowned on the page of our native land's story,
Yet they prayed, and they suffered, till peace came at last,
Content with small share of the bravely won glory.
But now when the flag of the free is assailed,
And the traitorous South is, in passion, unrelled,
Will the sons of Nantucket—the hardy and brave—
All rally the Star Spangled Banner to save.

They have ploughed the broad waters for many a year,
They have chased and have captured the pride of the ocean,
They shrank not in tempest, they knew not a fear,
When their agonized prey lashed the deep to commotion.

Now the harpoon they leave for the sword and the gun,
That Union and Liberty still may be one,
That "the Star Spangled Banner in triumph may wave"
O'er a country too free to be trod by a slave.

Let the flag of our country now float evermore,
From each beacon tower, and from each mill-crowned highland,
O'er each village that stands on her sea-beaten shore,
O'er the schools and the homes of my dear native island.

And the Voice that shall summon her children to fight,
Find them ready and valiant to battle for Right,
That "the Star Spangled Banner in triumph may wave"
O'er the land of the free, and the home of the brave."
Beverly, May 24, 1861.

One Hundred Dollars

EXTRA BOUNTY IN ADVANCE.
IN ADDITION TO STATE AID AND
GOVERNMENT BOUNTY AND ADVANCE.

THE Selectmen hereby offer One Hundred Dollars for every man Volunteering to fill the quota required by the Governor from this town, to be paid to the Volunteer of his order, immediately after being mustered into the Service of the United States.

William Summerhays and Frank J. Crosby, in behalf of the Selectmen, are hereby authorized to recruit the names of those who wish to offer their services.

A. J. MORTON, Clerk of Selectmen.
Nantucket, July 15th, 1862. tf

ATTENTION!! Drafted Men get no Bounty.

THEREFORE come at once, enlist, and secure it.

\$100 from the town;
\$100 from Government,
Pay, Rations, and Clothing.
\$138 down in advance, as soon as mustered in.
State aid to families.

FRANK J. CROSBY,
Recruiting Agent, authorized by Adjutant
Gen. Schenler and the Board of Selectmen.
July 23 Pantheon Hall, Main St.

1862

THE EIGHTY-FOURTH ANNIVERSARY OF OUR National Independence,



Will be celebrated in Nantucket in the following quiet and customary manner.

At 12 o'clock M., the day will be ushered in by every urchin, from 3 to 15 years of age assisted by crackers, double and single-headed, blue lights, and torpedoes, at which time the Committee would respectfully request all peaceable citizens to wake up and fret, scold the boys from the second story windows and thus contribute to the general row. Fish-horns will be employed in all neighborhoods where the inhabitants are nervous or sick. A false alarm of fire may be expected, should the Committee not succeed in enabling the fireworks to render a bona-fide one necessary.

The bells of the various churches will remain quiet at sunrise, noon, and sunset. Cannon do. Crackers will be going all the time.

At 6 3-4 o'clock, the Nantucket Brass Band will appear upon Main street, and march to the steamer Island Home, when they will bid farewell to our citizens, and go to Sandwich to play. Crackers will be going all the time.

At 7 o'clock, breakfast will be served at the Ocean House. Crackers will be going—down—there, all the time.

At 9 o'clock, the Fish-horn Band, under the direction of the famous Zerrahn Heidervongosielingidomapulushurtyoumuch, mounted on a hay-rack, (one of the largest class) will perform in front of the new Town Hall; after which, followed by the multitude, they will perform through the principal streets. Crackers going all the time, with occasional serpents or chasers.

At noon the town clock will strike 12, should the weather prove favorable. This event will be closely watched for by a goodly number. Crackers will be rather quiet at this period.

At 1 1-2, steamer Island Home will arrive from Hyannis with passengers, who will immediately make their way up the wharf. Crackers going again.

2 o'clock, Dinner at the Ocean House. Free to all that pay.

From 3 o'clock to 5 the community will allow their lacerated sensibilities to rest from the labors of the morning, and prepare for those of the evening. During this time several "colts will be bridled."

At 6 o'clock, Suppers will be served at the Ocean House, and at several private residences, to which all who have a right will be admitted.

At 7 o'clock, there will be a grand gathering of ragamuffins upon Main street, and at a signal from the Chairman of the Committee of Arrangements the various demonstrations will commence. The Chairman may be distinguished from the ragamuffins by means of a black ebony cane which he will carry in his hand. He will signalize the hour by firing a massive cannon cracker procured for the occasion.

The performances of the evening will conclude with the grand conflagration of a tar-barrel, and a display of rockets by the Chairman, after which he will repair to Academy Hill, followed by the crowd which will be dispersed by the explosion of a torpedo.

All horses that may be in the procession or streets, are requested not to allow their drivers to become so patriotic that they will be beyond control. All ladies who venture out during the day or evening, will be expected to wear fire proof dresses.

Should any person desire to have more done than is here recorded, he can do it himself. The hearty co-operation of the youth of our town is respectfully solicited to aid in carrying out the above arrangement, and parents will please bear in mind that every penny expended for fireworks, will assist in enlivening this glorious "bustification."

Per Order Com. Arrangements,
GEORGE F. COGGSHALL,
Chairman.

AWFUL PAPERS, Sec.

The Inquirer.

WEDNESDAY, MAY 1, 1861

TO ADVERTISERS.—No paper in this County is more extensively circulated and read than the "Inquirer," and it affords, as it ever has, the principal and best medium for advertising.

Agents for the Inquirer:

S. M. PETER GILL & Co., Newspaper Advertising Agents, Offices, 10 State Street, Boston, 12 Nassau Street, New York, and S. R. NILES, No. 1, School Street, Court Street, Boston, are authorized to receive advertisements and subscriptions for the INQUIRER at the same rates as required at this office, and their receipts are regarded as payments.

MASS MEETING!

Nantucket is Aroused! Her Daughters at Work!

A Committee appointed to devise means for affording Aid to the Soldiers.

THE TOWN TO BE DEFENDED FROM INVASION.

A Mass Meeting of the citizens of Nantucket was held at the Athenaeum Hall on Monday morning at 10 o'clock, for the purpose of adopting measures of defending Nantucket from piratical invasion during the impending war, also to ascertain what Nantucket can do for the welfare and comfort of the brave soldiers now in service. The meeting was fully attended, a handsome delegation of ladies being present.

Hon. William R. Easton was called to the Chair, and Andrew Whitney, Esq., chosen as Secretary. Mr. Easton after stating the object of the meeting to be to adopt measures to aid in sustaining the government, addressed the assemblage as follows:—

LADIES AND GENTLEMEN:—We have met on this most depressive and convulsive condition of our country to counsel together and to take some action for the procurement of funds and materials in aid of volunteers in the army, and for a Home Guard. This is a time that calls for cool heads and resolute determination. We owe a duty to our country, our families and friends, and we will endeavor to protect them at all events. This is no time to look back for the cause of the awful and most perilous condition in which we find ourselves, no time for crimination or recrimination, but all should come up and support the government as with one heart and mind. It is well known that I was not a supporter of Mr. Lincoln. I was opposed to him from principle, but when a President of the United States is elected agreeably to the forms of the Constitution and Laws, he should have the support of all patriotic, and in this instance he will have the undivided support of all loyal citizens in his efforts to administer the laws with fidelity and put down rebellion. This civil commotion greatly depresses me. I know it is not manly to yield to it; we must go forward free from excitement, cool and determined. The plea of the South is that the General Government is a compact of States,

which can be broken at any time by either of the parties to it. But John Quincy Adams, Daniel Webster, and others have in very lucid and powerful argument clearly shown that ours is a consolidated and central Government made by the whole people, and not by the States as States. I have ever honored the State of my birth on which Gov. Sprague has recently shed additional lustre, and the State of my adoption stands uppermost in all things—but I set a still higher value on being a citizen of the United States. Well, what is the prospect of the rebellious States succeeding in their treasonable designs. The Holy Scriptures tell us that the battle is not always to the strong, but it is generally so. Can it be possible that eight millions will succeed in subjugating eighteen millions, and these the lineal descendants of Anglo-Saxons? It can hardly be possible. No, they are destined to defeat, but not without great sacrifice on our part. The secessionists are not so strong as appearances may indicate. Baltimore has always been famous as a rowdy or mob city. When, a short time since, the Palmetto flag was displayed at the mast-head of a vessel in Baltimore harbor every other vessel immediately hoisted the beautiful national flag, with fidelity to the Union blazing from its stars, allegiance to the government beneath which we have wrapped within its folds. I doubt if the tragical scenes recently enacted in this ill-fated city should be taken as a fair expression of the sentiments of the orderly and peaceable citizens, a majority of whom I believe to be Unionists. I will detain you no longer, but will call on those present more competent to address you on this momentous occasion.

Mr. Easton was followed by Alfred Macy, Esq., who warmly advocated the plan of fortifying the island from the depredations of ruthless invaders, calling also eloquently and earnestly upon our people to do their duty manfully. His remarks were enthusiastically received, as were also those of his successor, Rev. Mr. White, of the North Congregational Church.

On motion of Alfred Macy a committee of twenty gentlemen was chosen to devise ways and means to aid in sustaining the government and for the protection of the people and property of our island. The following named gentlemen were chosen:—

Frederick C. Sanford,	Joseph B. Macy,
Charles F. Brown,	David G. Patterson,
George Starbuck,	Eben Coleman,
James Easton, 2d,	Eben M. Hinckley,
George Palmer,	George K. Long,
Wm. Summerhays,	William Worth,
Joseph C. Chase,	Andrew J. Morton,
Eben W. Allen,	Joseph McCleave,
Charles F. Robinson,	Timothy W. Riddell,
William Starbuck,	William H. Waitt,

Alfred Macy.

The committee were authorized to add to the number if expedient.

Appropriate remarks were then made by Mr. A. P. Moore, Mr. B. H. Whitford, Rev. J. E. Crawford, Hon. Wm. R. Easton, Mr. Alex. Swain, and Mr. Wm. Summerhays.

Mr. Macy, in behalf of the ladies announced that they would hold a meeting at the same Hall on Thursday afternoon at 2 o'clock for the purpose of organizing a society for the aid of the soldiers.

We hear that competent persons have it in contemplation to give a series of Musical Entertainments, the proceeds to be devoted to the above object. This is right. We are in every sense of duty, bound to come forward and in the way marked out for us labor with zeal and determination for the honor and glory of our national banner, for the unsullied purity of the universally respected "stars and stripes."

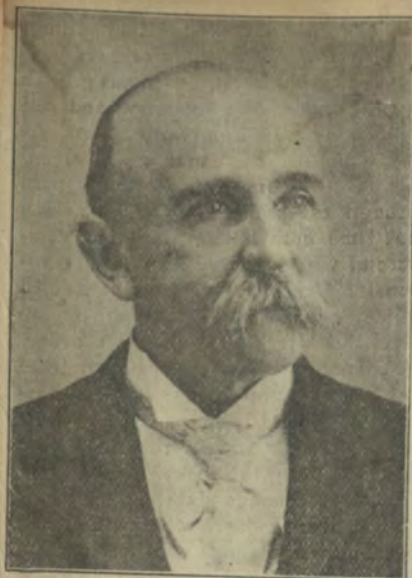
Names of Nantucket Drafted Men.

Gorham G. Andrews, Alonza Baker, Benjamin Cartwright, Wm. G. Chadwick, Timothy H. Brooks, Wm. Henry Macy, Henry B. Ellis, Charles W. Gardner, David Yetman, John O'Connell, Charles F. Folger, Charles O. Crosby, Charles Clark, Wm. T. Folger, Wm. M. Coleman, Alexander M. Chase, Seth P. Eldridge, Alexander M. Chase, C. Chase, Benjamin G. Tobey, Charles H. Backus, William B. Harris, Grafton Gardner, Frank J. Crosby, A. Holmes, Joseph P. Gardner, David G. Coffin, Wm. M. Barrett, Henry R. Tucker, Chas. R. Gruber, Horatio Adams, Edward C. Gardner, Reuben Dow, George F. Ryder, Ellery C. Folger, James H. Macy, Francis E. Folger, Stephen W. Key, Wm. J. Brown, David Allen, Benjamin H. Whitford, Geo. W. Burdick, Robert B. Joy, Barzilla S. Coffin, Wm. I. Burgess, Richmond Brown, Albert C. Clark, Charles McCann, Alfred H. Gardner, Jas. H. Chase, Asa C. Jones, Henry F. James, Hyram C. Fuller, Wm. O'Connell, Barker B. Chase, John M. Pinkham, Ed. Marvin, Wm. M. Dunham, Jas. M. Green, Geo. Hodges, Job P. Turner, And. Green, Wm. S. Fitzgerald, Benj. S. Coffin, Howard Gardner, Oliver S. Chase, James H. Hallett, Orin Adams, Francis A. Cleveland, Obed B. Ray, John Gray, Uriah Folger, Roland Coffin, Robert B. Gardner, Charles Field, Wallace Allen, Henry Dame, Moses H. Brown, Seth Mitchell, John B. Bartlett, Chas. Rawson, Chas. F. Chase, Edw. K. Godfrey, Wm. H. Creasy, Danl. Whitney Jr., Horace O. Brown, Geo. A. Veder, Geo. W. Potter, Oliver C. Beach, Wm. W. Brooks, Henry Cathcart, Robt. D. Tweede, Frederick M. Coffin, John G. Orpin Thos. Coleman Jr., Wm. C. L'Honn-medieu Oliver F. Hussey, George F. Creasy, Thomas Wright, Fredk. F. Mitchell, Alfred Banker, John W. Macy, Benj. F. Brown, Howard Cushman, Chas. C. Fisher, Thos. R. Coffin, Andrew M. Douglas, Chas. S. Westgate, John C. Gardner, Chas. G. S. Austin, Warren F. Ramsdell, David Parker, Lewis L. Adams, Andrew G. Fisher, Elisha P. Gardner, James Fin, E. Walker,

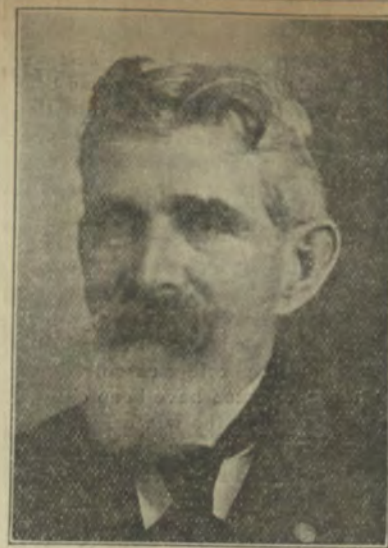
FUNERAL SERVICES.—Funeral services over the remains of Lieut.-Commander Thomas M. Gardner were held at his late residence Monday afternoon. There was a large attendance, and the Pacific Club, of which deceased was a member, was largely represented. Rev. Cyrus A. Roys read a brief burial service, and was followed by Rev. L. S. Baker with prayer. "Nearer, My God, to Thee" was sweetly sung by Mr. B. G. Tobey, followed by remarks of consolation to the bereaved by Miss Baker.

The casket was placed in the front hall, where those present could view the body as they passed up stairs where the services were conducted. The remains were attired in the uniform of the rank of the deceased, and an American ensign was gracefully folded about the casket. As the funeral cortege moved, the bell on the Unitarian Church was tolled. A large number followed the remains to Prospect Hill Cemetery, where they were laid.

Feb. 5, 1887



JOSIAH F. MURPHEY.
Private and Sergeant and Acting 2nd Lieutenant
Co. I, 20th Mass. Infantry.
August 12, 1862, to August 1, 1864.



JAMES H. WOOD.
Private Co. F, 2nd Mass. Cavalry.
December 22, 1863, to June 19, 1864.
Seaman in Navy July 6, 1864, to August 31, 1865,
on ships "Sassy Cuss," "Minnesota," "Astor"
and "Princeton."



JOSIAH F. MURPHEY.
From a photograph taken in December, 1862.



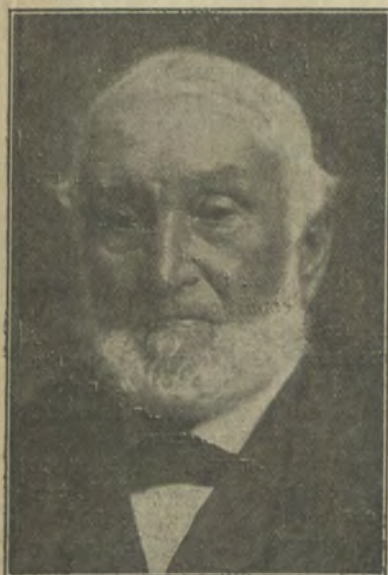
EDWARD C. BENNETT.
Private and Sergeant Co. B, 3d Rhode Island
Island Heavy Artillery.
January 16, 1861, to August 27, 1865.



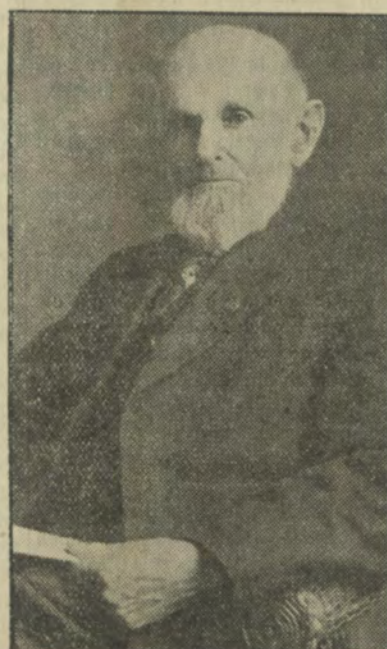
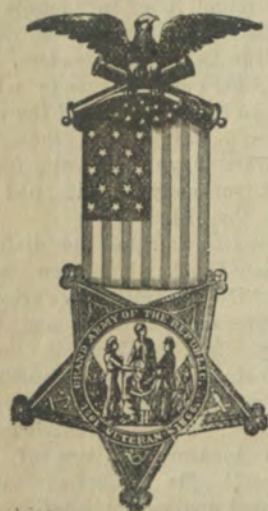
JAMES H. WOOD.
From a tin-type taken during the war.



EDWARD C. BENNETT
From a photo taken fifty years ago.



SIMEON L. LEWIS
Enlisted September 16, 1862, in Company H,
45th Regiment Massachusetts Volunteer Infantry.
Honorable discharged July 7, 1863.
Mr. Lewis is now the oldest resident of Nantucket,
aged 91 years, 4 months.



FRANKLIN B. MURPHEY.
Private Co. I, Mass. Infantry.
August 9, 1862 to November 20, 1863.
Corporal Co. K, 10th Vet. Reserve Corps,
September 2, 1864, to November 14, 1865.

Led by Captain Macy, Lieut. Alley, Corporal Pease and others, the Nantucketers got over the river and immediately charged into the streets of Fredericksburg. Side by side with their comrades from the 20th and 19th Massachusetts Regiments, and the 7th Michigan, they cleared the town.

James H. Barrett gave the writer a good word-picture of the fray: "We had to charge up a slope into the streets of the town," he said, "and drive out the sharpshooters, who were hidden behind walls and fences, in celars and in trees. As we fought it grew dark, so we often had to fire at the flashes of the guns. It was the hardest kind of fighting because we didn't know how many we were up against—and those rebel sharpshooters were like hornets—but we drove them. I fought next to Josiah Murphey, who was shot in the head but escaped death by a fraction. Ben Luce, of the Vineyard, was close by me, too. During the fight, in a narrow street, we heard a voice calling for help. It was Billy Wilcomb and he was badly wounded. We got to him, but he died the next day. I was shot through the foot shortly after and couldn't do much but crawl, and they took me to the rear"

Continued from Last Week.

[At the start of the Battle of Fredericksburg, Dec. 11, 1862, some sixty Nantucket men in Co. I, of the 20th Mass. Regt., were among those from this regiment and from the 19th Mass. and the 7th Mich., who volunteered to cross the river under fire and drive the Confederates from the town, thus enabling the engineers to construct pontoon bridges. The men crossed in boats and with Captain Macy, Lieut. Alley, Corporals Pease, Holmes, Kelley, Baker, and other officers, the Nantucketers helped accomplish the daring stunt, and drove the Confederates from vantage places in the town.]

Seven Men Killed—Nine Wounded.

That initial success of the Federals was followed by Burnside's rash attempt to drive the Confederates from entrenchments on Marye's Heights, above the town. It was one of the most awful fields of the war, ending in a defeat. Nantucket paid dearly for her courage that day. Lieut. Alley, 20-year-old veteran, died leading his men; Adjutant Clinton Swain fell as he advanced into Confederate gun-pits at Marye's Heights; Privates William Winslow, George Snow, William Wilcomb, William Swain, and Charles Morris were killed. The wounded were: Josiah Murphey, Edward Orpin, James H. Barrett, Daniel Chase, Charles Ellis, Albert Parker, Edward Greene, George F. Coffin, and Charles Swain. There were many miraculous escapes from injury. Sergeant Albert Holmes was bruised by a shell; Corporal George Pratt had 16 bullet holes in his uniform but was not hit. Pvt. Josiah Murphey was shot in the head, a glancing blow fortunately, although he lay unconscious on the field for some time.

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When it was learned that the gallant Lieut. Alley was lying dead on the field of battle, four of his comrades crawled out, under cover of darkness, and brought him back to the Federal lines. The rescuers were Corp. Benjamin Pease, a Nantucket chum of the deceased, Corp. Lanigan, Brockton, Private Harry Borden, of Nantucket, and Private F. R. Cottle, New Bedford. Lieut. Alley's body was sent home in charge of Pvt. Josiah Murphy, who had recovered sufficiently to be able to travel. Lieut. Alley was accorded the first military funeral in the history of the Island.

A month later Charles F. Ellis died from his wounds, having been taken to the Douglas Hospital in Washington. George Chadwick, also of the 20th Mass., died in Frederick, Md., of typhoid fever on Feb. 26, 1863.

The Fighting at Newbern, N. C.

While Nantucketers were taking part in the Battle of Fredericksburg, other islanders, attached to the 45th Mass., were engaged in the fighting at the battles of Newbern and Kinston, N. C. Advancing through thick woods and heavy underbrush and swamp, the 45th soon came upon the Confederates and drove them before them. Edward Daggett, of Co. H, was instantly killed by a shot in the head. George Robinson was hit in the chest and died four days later (Dec. 17th). His father was serving as a teamster in the 45th at the time. The wounded included: Henry Brown, Obed Coffin, George Ellis, Timothy Folger, Francis M. Folger, Stephen Gibbs, Davis Hall, Hosea Hewitt, Francis Turner, Alex Mansfield, Henry C. Ray and William H. Macy—the latter surviving a serious wound and destined to return home, go whaling, and eventually write the now famous "There She Blows."

Corporal Charles Russell, Privates Joseph Morey and Charles Holmes, of the 45th Mass., died from fever during the winter and spring in North Carolina.

With Hooker at Chancellorsville.

The Army of the Potomac changed its commanders from Burnside to General "Joe" Hooker, and the winter had been spent in more or less inactivity. The Island boys of the 20th Mass. (some sixty strong) again saw action at Chancellorsville. At this decisive battle, the 20th helped save the Union army from an utter rout by standing firm when Stonewall Jackson's surprising flanking movement threatened to cause complete panic.

No Nantucket casualties were suffered in this great battle, but the 20th was in the action all through the latter half of the fighting.

Chasing the "Old Fox" from Virginia to Pennsylvania—the Long March.

Now came General Robert E. Lee's second invasion of the North—a rapid movement of great daring and strategy. Two wings of Lee's army were over 100 miles apart as they crossed the Potomac, but so rapidly did his divided army move that the Confederates were not penalized. The 20th Mass. was attached to the Second Corps of the Army of the Potomac, and so it can be readily seen that the

Nantucket boys in that company were in the midst of things, with Hancock's army of Federals ordered to keep between the moving Confederates and the capital of Washington.

It was hot as the Federals started on their historic march to checkmate Lee. The Island boys were among the thousands of soldiers who knew nothing about "Jeb" Stuart's spectacular dash around to their rear. It was raining the night of the 25th of June, as they camped near Gainesville, Va., and when they crossed the river at Edward's Ferry the next day they must have felt strangely to be back at the point where they had first engaged the enemy at Balls Bluff. On the 28th, they arrived at Monocacy Junction, near Frederick, Md., where General Meade assumed command of the Army of the Potomac.

The whereabouts of the main Confederate Army was still a mystery. Stuart had crossed the Potomac just above Ball's Bluff and was well on his long cavalry raid; Ewell with two divisions was at Carlisle, Pa.; Early was tearing up the railroad at York; Lee, with Hill and Longstreet, was at Chambersburg.

Taking part in the longest march

of the war—32 miles—the Nantucket boys of the 20th Mass. arrived at Uniontown, Pa., on the 29th. It was a beautiful countryside, but the roads were dusty and the weather as hot as ever known for that time of year. On July 1st, the 20th marched to Gettysburg, where Longstreet's men had inadvertently brought on a battle. Caked with dust and sweat, the tired troops were brought to alert by the sounds of the battle ahead. The Nantucket boys were among the soldiers ordered to camp near Round Top—two miles south of Gettysburg.

Two hours before the arrival of the 2d Corps, General Hancock had arrived on the field, absorbed the situation, and decided the battle should be fought here. It was a wise decision.

Stopping the Confederates at Gettysburg.

On the morning of July 2nd, the Nantucketers awoke with their comrades, hurried breakfast, and, under a cloud-filled sky, took positions facing west, towards the Emmetsburg Road. General Meade had arrived during the night, assuming full command.

In the tremendous Battle of Gettysburg, the Nantucketers were among those who turned back Pickett's Corps in its desperate charge. During the fighting of July 2nd and 3rd, Lt. Col. George N. Macy lost his left hand, Sergeant Benjamin B. Pease was shot through the wrist, Arthur Rivers, a 15-year-old hero, was hit in the chest and his comrades, Private Daniel B. Chase and Samuel Christian also were seriously wounded. William H. Barrett was captured. Henry Jones died from his wounds on July 5th.

That Nantucketers were with the Federal troops turning back the "high tide of the Confederacy" at this decisive struggle is a source of pride. It is characteristic of Island fighters to be in a crucial fight—remembering the sailors with Jones on the *Réhard*, the "doughboys" at Chateau Thierry and the Argonne in 1918, and the boys in the recent North African campaign, (which some term the turning point of our war against the Axis.)

[An incident in the life of Captain Benjamin B. Pease is interesting. He had been shot through the wrist just after Armistead's Confederates were repulsed, and as he was leading his men to capture a Southern standard. Some years after the war, while taking a fishing party up to Great Point, Captain Pease was asked about the hole in his wrist (which he usually kept covered, but which had become exposed as he trimmed his sail). At length he admitted it was a bullet hole. When he reluctantly recounted how he received the wound at Gettysburg, the questioner declared: "Yes, I remember that particular part of the fight; I was one of Pickett's men, with Armistead, who managed to get over that rail fence, and I was one of the little group around the standard you captured that day."]

Capt. John Summerhays secured the sword of the ill-fated Confederate Gen. Garnett, and sent it on home—another of his remarkable trophies. He forwarded it home to Leander Cobb.

Another Nantucketer in the battle was George F. Folger, private in the 33rd Mass., who was wounded in the leg, and Francis I. Briggs (who was attached to the 2nd New York) was also wounded. Roland Morris, son of Thomas Morris, formerly of Nantucket, died a week later from his wounds. Lieut. F. W. Mitchell, then attached to the 12th Illinois Cavalry, was also among Nantucket's wounded.

Return of the Veterans of the 45th.

There was considerable excitement in Nantucket when the news of Gettysburg arrived. The bells on the school-houses and in the church towers were rung; the No. 8 Fire Co.'s headquarters was illuminated, and a celebration was held at the Fair Grounds.

In the midst of this activity, the Island veterans of the 45th Mass. Volunteers arrived home, and were escorted from the boat to their homes. Fifty-four Nantucket men had gone to serve with the 45th. There were 75 more Islanders with the 20th Mass. Volunteers before Gettysburg's action.

Promotions for Island Fighters.

Lieut. Col. George N. Macy, who had lost a hand at Gettysburg, was promoted to Colonel—becoming the youngest man to hold such a rank in any of the Massachusetts regiments.

Alvin C. Smith, a Corporal in the 23rd Mass., Inf., was promoted to Sergeant. There were two Lieut. Cartwrights—Lieut. James W., of the 56th Mass., and Lieut. E. W. G. Cartwright of the 12th Mass. There was also Private Benjamin F. Cartwright. The latter, with John Rand and Elisha P. F. Gardner, belonged to the 2d Mass. Artillery Regiment. Two Islanders in regiments out of this state were Lieut. Edward Marshall, of the 40th N. Y., and Lieut. Charles Folger of the 27th Wisconsin.

Among the veterans re-enlisting in 1863 were Thomas Nevins, Albert Kingsley, Charles W. Crocker, George W. Snow, William B. Ray, George Spencer, Jr., William A. Barrett, and David J. Folger.

New recruits included: Henry A. McCann, Thomas Ray, Albert Moore, Arthur H. Gifford, Thomas Barrally,

Henry F. Fisher, Charles Thomas, William H. Gruber, William M. Wyer, William H. Ellis.

In the Wilderness Campaign Many Casualties Sustained by Islanders.

In pursuit of Lee's Army of Virginia, the Federal Army adopted a line of march east of the Blue Ridge. The Nantucket boys in the Army of the Potomac were at Harper's Ferry on July 18, 1863, and reached the Rappahannock in Virginia on the last day of the month. After weeks of skirmishing, the Federals crossed the river and at Culpepper Court House the Island lads in the 20th Mass. once again saw action.

In March, 1864, there were ninety-five Nantucketers in Co. I, of the 20th Mass. No other town was so largely represented in this "fighting 20th."

October found them marching to Brandy Station; then there was an unnecessary march, with no sleep in 23 hours out of the 24. With the advent of 1864, and no major engagement between the armies, it appeared to many returning veterans that the war would drag on interminably. But General Grant assumed command, and on May 3, 1864, broke camp to launch a campaign which lasted 340 days.

Smashing into the Wilderness Campaign, the Federal Army pushed on, leaving a trail of blood from the Rapidan to Appomattox. The Nantucket men kept pace with the best soldiers in the Wilderness.

There has been no parallel to this campaign in fighting on this continent. Of the 100,000 men in the original Federal army, less than 10,000 were present in the army at Appomattox.

Grant had resolved to "fight it out on this line if it took all summer." It did—and all winter, as well. In thick woods, swamps, narrow ravines and small cleared fields, the armies were in a death-lock.

Gen. Lee expected an attack on his right, and he dispatched Ewell's 2nd Corps to the Wilderness Tavern, with Hill three miles to the rear, followed by Longstreet. Gen. Burnside, with his Federals, made an excellent forced march, crossing the Rapidan and arriving near the Tavern on May 5. The Federals had gotten their army over the river but were in a country with poor roads and dense trees and shrubbery. After maneuvering, Gen. Meade ordered Hancock to advance upon Hill with his 2nd Corps. In support of brave Gen. Getty, the Nantucket men in the 20th Mass. routed Hill's Confederates, but in eager pursuit were ill-prepared to meet the fresh troops of Longstreet and Anderson and were pressed back.

Col. George N. Macy, of Nantucket, (recovered from his wounds) had arrived the night of the May 5th to take command of the 20th, while his companion Islander, Lieut. Pease, arrived early on the morning of the 6th, having walked all the way from Brandy Station with Lieut. Magnitzki.

There is a mystery about the work done by the 20th and its large contingent of Nantucketers in the fight on May 6. They were advancing in a dense thicket, Major Abbott was killed (a serious loss) and soon after Col.

G. A. R. Veteran Fought At Antietam and Fredericksburg.

As one of the last two surviving Nantucket veterans of the Civil War, James H. Barrett, of 62 Orange street, holds the added distinction of also being one of the few living men who took part in two of that war's greatest conflicts, Fredericksburg and Antietam.

The parade on Memorial Day last had only one Grand Army man able to be present—Commander James H. Wood. But the other surviving comrade, James H. Barrett, was there in spirit. Due to an illness from which he was then recovering it was not possible for him to attend the exercises, but he sat out on the front steps and waited for the procession to go by, receiving the salute of the marchers at that time.

Mr. Barrett was born here on the 6th of January, 1845. When the Civil War broke out he saw many of the youths of the town march away to the steamboat and off to war. During the first year of the great conflict over one hundred Nantucket boys volunteered, their average age being only 18 years.

In early August, 1862, James H. Barrett, in company with a number of Nantucket boys, enlisted. They were sent to Boston, where they were assigned to the 20th Massachusetts Regiment, then in the field. He went on board a steamer with his comrades and was taken to Alexandria and from there sent to Washington.

On the 7th of September, Captain George Nelson Macy and Sergeant William P. Kelley, of the 20th Massachusetts, both Nantucket men, arrived in Washington, mustered the recruits together, and marched them to Rockville, Maryland, where the regiment was encamped. Mr. Barrett tells of the recruits' dismay when they marched without muskets and were told that they would find "plenty of them to pick from, strewn around on the battlefield." He was only seventeen at the time, but had passed himself off as eighteen to join the colors, and the joke made a marked impression upon him.

The regiment had broken camp at Rockville and, with McClellan's Army of the Potomac, were moving west in pursuit of Jackson's Confederates, who had come over into Maryland in advance of Lee's first invasion of the North. The recruits caught up to the 20th at Middlebrook on the 10th, and were equipped with musket, ammunition and knapsack.

The pursuit of Jackson led through Hyattsville and the historic Frederick City, where the inhabitants cheered them, having had to support the ragged veterans of Jackson for several days. At this time he marched past the home of Barbara Frietchie, and she waved to the Union soldiers the same flag with which she had defied "Stonewall" Jackson's men only a few days before.

"Our officers always said we should have followed up the rebels," said Mr. Barrett. "I know the men were eager to fight, but Burnside was too cautious. Anyway, Lee sent Jackson back to Harper's Ferry, where the garrison of 12,000 men and lots of supplies was captured. When General McClellan, our commander-in-chief, gave orders to advance, our regiment remained in Frederick City until after the first day's fighting at Antietam."

On September 17th, late in the evening, the Nantucket boys of Company I moved up with the 20th into the line of battle. Mr. Barrett told of his first sight of the dead, lying in farm yards, and of the nausea thus created.

The next day, the 20th was engaged with the Confederates, and Mr. Barrett was under fire for the first time. He tells of the sensation which accompanied the whining of the minnie balls, roaring of cannon, shouts of the Southerners, and the horror of men falling dead beside him.

"Due to our position in the battle line," he remarked, "we were under fire of the rebels before we realized just where they were drawn up. They were hidden in cornfields, behind stone walls, in barns and a farmhouse. Suddenly they appeared at our rear. I remember everything was confusion; we couldn't fire because of the men rushing from our own ranks in retreat. But we were glad enough to get back as quickly as possible, although we marched in formation and didn't run like other regiments there. We formed another line of battle in some woods, but were not engaged further during the battle."

Having escaped from the scathing fire of the Confederates at Antietam, Mr. Barrett felt himself fortunate indeed. The command of the army resolved itself upon General Burnside, in whom, it was soon learned, the Army of the Potomac had no faith.

"We encamped on a hill overlooking the Rappahannock. Across the river at this point, about a mile away, the rebels were fortifying. Our army remained here a month, and we men used to overhear the officers talking of Burnside in disgust."

At the battle of Fredericksburg, which began on December the 13th, 1862, the Nantucket boys suffered severely. This terrible blunder on the part of the Union leaders has long been the subject of study by military strategists seeking to find some measure of reasoning in Burnside's attack, but in Mr. Barrett's account of the battle one does not need to be versed in military art to become aware of the sad mistake that was made.

"Fredericksburg was across the river from us," he said. "When pontoon bridges were ordered built, the rebel sharpshooters began to fire and our men had to stop the work. Artillery and musket-fire made no impression upon the rebels, who were concealed in the houses of the town. It was realized that the front row of these houses had to be taken. They called for volunteers. The 20th Mass. was among the first to step forward. Together with the 7th Michigan we got into the pontoon boats, rowed across under the hot fire, then charged the first houses in sight and took 'em."

"Our officers kept encouraging us by shouting: 'We'll have tents of our own tonight, boys!' meaning that they expected us to capture the rebel camp on the heights above the town. Ground through the city gradually rose, so that there were houses above us where the rebel sharpshooters had established themselves in good positions to pick us off. The 20th, my regiment, together with a New York regiment, was supposed to clear the city of these sharpshooters so as to make way for the divisions coming up. But the 20th was finally ordered to do the work alone, and we went on with it."

"I tell you it was hot work. We Nantucket boys kept together and moved up with Captain 'Butt' Holmes, Lieut. Leander Alley, Sergeant Albert Kelley and Corporals Baker, Pratt, Green, Randall and Whitford—all of them Nantucketers as well. There were sixty-eight of us Nantucketers in Co. I besides these officers."

"As I say, we charged up the streets, drove the rebels out, and gained our objective. It was growing dark at the time and we often had to fire at the flashes of the rebels' guns."

"I fought alongside Josiah Murphey and Benjamin Luce, who came from the Vineyard. The next day we took part in storming the heights. We couldn't take them; the rebels were behind a stone wall on a hill. After that next day's fighting the army retired across the river."

"We lost Lieut. Leander Alley, and Josiah Murphey, who had been badly wounded, was sent home with his body. During the fighting in the streets, we heard a voice calling. We shouted back: 'Who is it?' and the voice replied, 'Billy Welcome, Company I, 20th Massachusetts.' We rescued him, but he was badly hit and died next day. There were nine Nantucket boys killed and ten wounded in that battle. I was wounded in the foot."

After some time in the hospital, Mr. Barrett recovered and was transferred to the Veterans Reserve Corps on November 2, 1863. Upon the termination of his enlistment he was honorably discharged August 7, 1864. He re-enlisted and served in V. R. C. during the duration of the war.

Mr. Barrett was in Washington when President Abraham Lincoln was assassinated and Secretary Seward attacked. He was one of the detail that guarded Seward. When Booth's fellow plotters were captured he was among those on guard at cells in the arsenal where Mrs. Surratt, Payne and Dr. Mudd were confined.

"We were not allowed to speak to the prisoners, and were instructed to listen closely to everything they said and to report the same immediately after change of guard." He shook his head. "It was an exciting time. I can see those prisoners now. Mrs. Surratt was a beautiful woman, and Payne was only a youngster."

Mr. Barrett remained in the city until all danger of uprising there had ceased. "Did I ever see Lincoln? Yes, many times on Pennsylvania Avenue, where I was stationed. He did not look like a President, more like a farmer, but all the soldiers who knew him swore by him."

The veteran, 22 years old, returned to his home in June, 1865. After a few months home he went to New Bedford, where he was employed for several years by the Potomaska Mills.

Mr. Barrett's wife died a number of years ago and he lives with his daughter, Miss Hattie Barrett, at the old home on Orange street. He is now in his 92nd year, and his memory is as keen as ever.

Death of James H. Barrett, Veteran of the Civil War.

James H. Barrett, one of the last two surviving veterans of the Grand Army of the Republic on Nantucket, died at his home at 62 Orange street, some time Tuesday night. The end came quietly, as peacefully as he has spent the last few years of his life.

Mr. Barrett was the oldest man on Nantucket, and holder of the Boston Post cane. His wife, Mrs. Mary Elizabeth Barrett, died several years ago, and his daughter, Miss Hattie Barrett, has been his constant companion and guardian from the time when his advanced years rendered him a semi-invalid.

The deceased was born in Nantucket on January 6, 1845. Before he had reached the stipulated age of 18, he enlisted in the 20th Regiment of the Massachusetts Volunteers in August, 1862, reaching that regiment at its headquarters in Maryland on Sept. 7 of that year.

Here he joined Co. I, which was composed of practically all Nantucket boys, and marched with them to Antietam Creek, where the 20th Mass. took part in the greatest battle of the war up to that time—Antietam. In relating his experiences, Mr. Barrett, in his last interview with the writer, remarked that McClellan might have gained a great victory had he closed in on the balked Confederates.

"There was a thick fog that night," he had said, "and I guess our generals got lost in it."

Taking part in the several marching campaigns which followed, Mr. Barrett, if he could be drawn out, was able to give a graphic picture of the hardships of the march and bivouac.

On December 13th, 1862, he was one of the heroes in the Federal Army's advance corps which crossed the Rappahannock before Fredericksburg and drove the rebel sharpshooters out of the town. It was here that he saw Holmes, Alley, Macy, Summerhayes, and others of his Nantucket officer comrades perform feats of daring which won for some promotion and others a soldier's death. It was during this great strategic blunder—the Battle of Fredericksburg—that Mr. Barrett was badly wounded, a ball striking him in the foot.

On Nov. 2, 1863, nearly a year later, he was transferred to the Veterans' Reserve Corps, receiving his honorable discharge from the Army of the Potomac Aug. 7, 1864. He promptly re-enlisted in the V. R. C. and served for the duration of the war.

Mr. Barrett was in Washington at the time President Lincoln was murdered. He was able to recall vividly the great agitation which swept the capital city and the mass meetings in the public squares. Most of all he remembered the conspirators in the assassination plot—Mrs. Surratt and young Payne, and the famous Dr. Mudd, the latter being the controversial subject for speculation years after. Mr. Barrett was one of the guards at the Federal prison where the conspirators were incarcerated.

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In June, 1865, at the age of 22, Mr. Barrett returned to his native island. With the exception of a few years' employment at the old Potomska Mills in New Bedford, he has been here all his long life since the war.

Until he retired, a little more than fifteen years ago, Mr. Barrett remained remarkably active. He was a mason by trade, and often did carpentry work as well. He lost an eye in an industrial accident when still a comparatively young man, but was able to do his daily reading up until the time of his passing, his remaining eye retaining unimpaired vision through the years.

Funeral services were held yesterday (Friday) afternoon at the Newtown Cemetery, with Commander James H. Wood, lone survivor of the Thomas M. Gardner Post, conducting the Grand Army services at the grave. Members of the I. O. O. F., to which Lodge, the deceased belonged, the American Legion, and the Spanish War Veterans' Encampment, assisted in the services.

Mr. Barrett was of genial disposition, a man of steady habits, to which he often attributed his great age. He was loath to talk about his experiences in the Civil War, despite his participation in two of the war's most terrible battles. "I did my share," he remarked at one time. This was the outstanding characteristic of his long and useful life.

Another Veteran Gone.

Editor of The Inquirer and Mirror:

It is with a feeling of sadness that the writer chronicles the sudden death of John R. Raymond, a brave soldier of the civil war, who was born in Nantucket, August 28th, 1842. Up to the time of his death he was a loyal member of Thomas M. Gardner Post, No. 207, G. A. R., of this town, and was ever an interested attendant at each regular meeting of the Post, whose few surviving members feel deeply their loss. He was also a member of Engine Company No. 4. At its headquarters he will be missed, for he was regarded as one of Nantucket's most active and efficient fire-laddies.

The deceased was a private in Co. H, 58th regiment Massachusetts infantry, and served from February 25, 1864, to June 19th, 1865. He was for a time held in a Confederate prison at Salisbury, N. C., wherein he endured crucial suffering and privation, the while exhibiting that tenacity and courage which he inherited from his ancestors, who fought in the Revolutionary war, and in the French and Indian wars. He is survived by two daughters, Mrs. Matthew James Ellis, of this town, and Mrs. Lillian Pollard, of Cambridge, Mass. The daughters' grief over the sudden, unheralded departure of their kind, indulgent father, may be somewhat assuaged by universal sympathy accorded to them by our community.

On Thursday afternoon at two o'clock, in the home of Mrs. Ellis on Gay street, funeral services were conducted by Rev. R. M. Wilkins, pastor of the M. E. church, in unison with the impressive language of the G. A. R. ritual. Post members, associates, members of the Woman's Relief Corps and personal friends were in attendance.

Arthur Elwell Jenks.

A Union Spy.

Editor of The Inquirer and Mirror:

I have been interested in reading the experience of the veterans during the Civil war. I will give a little of my experience in North Carolina, while acting as a spy for General Butler.

I cannot say that I did anything very brave, for I was never very brave. I never surrounded a rebel regiment and brought them in as prisoners; I never waded knee deep in blood, and I never got killed—and I am glad I didn't.

I have seen cannon balls and bullets flying in every direction, but I knew it was against the law to stop them, the penalty being instant death, so I was brave enough not to stop them. That was bravery. I was very much interested in Comrade Wood's experience at the battle of Fort Fisher. I was in Newbern at the time. I have the honor (if there is any honor to it) of being the first Union soldier to go into Fort Fisher when the rebel General Lamb had possession, and I went in as a spy.

In August, 1864, (I well remember the date, for in July, 1864, I hung a man in Fort Totten, Newbern) General Butler came to Newbern to see Brig.-General Palmer, who then had command of the Dept. of North Carolina. He told General Palmer that he wanted to see me. I was sent for and I went and saw General Butler.

He said, if I would go in to Fort Fisher and find out the strength of General Lamb's force and the number of blind roads leading up to the rear of the fort, and report to him at Fortress Monroe, he would pay me well for my services. Well, I thought that would be a picnic for me, if they didn't pick me off.

I got a rebel uniform which belonged to a comrade of Co. C, 57th North Carolina, confederate regiment of Infantry, Colonel Whitford. Their headquarters were at Swift Creek, N. C., about 12 miles above Newbern. This soldier came inside our lines, and took the oath of allegiance. Then he gave me his uniform and cap. I donned his uniform and started for Fort Fisher.

Yes, I got in there. I wouldn't have given a package of Fore-and-Aft tobacco if they had had the least suspicion who and what I was, for they would have shot me on sight.

I succeeded in finding out the two facts that Butler wanted to know, and then got out of the fort. How I got out is a secret now on file in the War Department at Washington. I went to Fortress Monroe and reported to General Butler. He told me I had done well and he gave me a fifty dollar greenback.

He didn't ask me to take a drink, for he knew if he did, I would. That was one of my experiences while acting as a spy. I have a lot more that I could relate, but I will wait until later on. For further particulars apply at Post's Corner. Fall in comrades.

E. P. F. Gardner.

Post's Corner.

With the Heavy Artillery.

Editor of The Inquirer and Mirror:

Following in the steps of my Grand Army comrades who have related in your columns some of their experiences in the Civil War, I will give your readers my recollections of some of the events which followed my enlistment on the 29th of January, 1862, in Co. B of the 3d R. I. Heavy Artillery.

From Providence, where I enlisted, our company was sent to New York, from which place we were shipped to Hilton Head, South Carolina, taking passage on board a large sailing vessel. I had been to sea enough so that I could make myself useful in assisting the crew take in sails, etc., and really enjoyed the trip down the coast.

Shortly after our arrival at Hilton, we were ordered to the siege of Fort Pulaski, (which was similar to Fort Sumter), situated on Cockspur island, at the entrance to Savannah harbor. The garrison was composed of 385 men, under command of Col. C. H. Olmstead.

It required two months to place our guns. We were obliged to haul them over soft ground and it took 250 men for the work, which all had to be done



EDWARD C. BENNETT
Commander Thomas M. Gardner Post, G. A. R.
Photo by Boyer.

after dark. When we were ready General David Hunt went over and demanded the surrender of the fort. Colonel Olmstead briefly replied: "I am here to defend."

Orders were at once given to open fire and for thirty hours we kept up a steady bombardment on the fort. We dismounted ten of their guns and reduced the masonry to ruins, and Colonel Olmstead then surrendered. It was remarkable that only one man was killed.

After the rebels surrendered we went over to the fort and began to clean it up, remounting the guns that were in good condition. Two of our men were killed while trying to pound the powder out of a shell that had not exploded, but in view of the heavy and long bombardment it was certainly remarkable that the loss of life was so light.

From Fort Pulaski we were sent to help take Charleston. General Gillmore thought he could reach it by way of Folly island, and we built sand-bag forts, behind which we planted our guns and opened fire on the batteries on Morris island. The infantry crossed the creek under our fire and we carried our guns across and began the siege of Fort Wagner, which was constructed of sand. It measured 630 feet from east to west and 77 north and south.

On the 10th of July we opened fire on the fort, and that night the infantry made a charge with 6,000 men, the assault being led by the first regiment of colored troops, 54th Massachusetts, under Colonel Shaw.

Colonel Shaw, General Strong, Colonel Chatfield and Colonel Putnam were all killed, and our loss was over fifteen hundred men. In burying the dead, the Confederates threw Colonel Shaw's body into a trench and heaped the bodies of the dead negroes upon it. When we went with a flag of truce and asked for Colonel Shaw's body, they said they had "buried him with his niggers."

General Gillmore wanted to get nearer the city of Charleston, so that our guns would have more effect, so we built a battery on the west side of Morris island, but the ground was soft and nothing but mud. Colonel Edward



Edward C. Bennett in 1862.

W. Serrell was then sent to relieve General Gillmore and he at once started on what the boys called the "swamp angel."

We carried 15,000 sand bags and then mounted a 200 pound rifle on top, which gave us full sweep into the city. Thirty-six rounds were fired and then our gun blew to pieces, but we had set fire to the city and had it at our mercy. We were then sent to Battery Reynolds, where we had all the fighting we needed.

On the 29th of January, 1864, I was discharged, and the next day I reenlisted, but was given a thirty days' furlough. A short time afterwards we captured Fort Wagner and then moved upon Fort Gregg and opened fire on Fort Sumter, where we were kept busy.

A steady fire was maintained on the fort and every night we shelled the city with a 200-pound rifle. St. Michael's church was our principal target and we kept things hot. We sunk two "blockade runners" when they were trying to unload goods at Fort Moultrie.

The day the Confederates evacuated the city we went in and witnessed the destructive work of our shells. The entire city was in a mess and we were able to realize the terrible work of our bombardment. We patrolled the city for a while and were then sent down to Fort Moultrie, where we stayed until the war was over. When the end came I was sent over to Fort Sumter and fired twenty-four guns.

On the 27th of August, 1865, I received my discharge at Charleston, and left for home, where I arrived the first of September, my experiences in the war having been entirely with the heavy artillery.

Edward C. Bennett,
Sergeant Co. B, 3d R. I.
Heavy Artillery.

Nantucket, December 12, 1911.

When Abraham Lincoln Spoke To James H. Wood.

He was seated in his little sitting room, in his favorite chair, when his visitor was ushered in to take a seat beside him. Somehow, there was a different look in his eyes than when he sat on Main street's square during the summer, in his surrey. Then, his attention was on the "pass" of that busy thoroughfare. Now, his figure was a little more erect; his eye held a distant gleam, and his head, with its familiar crown of white, was cocked a bit to one side, as if he were listening.

It was Lincoln's birthday. This old gentleman in his York street home had reason to be thinking deeply, letting his fine old memory dwell in the past, for seventy-one years ago, in a place long removed from Nantucket, he had felt the Great Emancipator's hand on his shoulder and heard the President's voice addressed to him.

Then he was James H. Wood, of the U. S. Navy, a veteran of three-years' fighting, a nineteen-year-old Nantucket boy, who had fought on both land and sea.

Time has dealt gently with "Grandfather" Wood, as he is affectionately called. He has led an industrious life, varied by experiences which the average man has seldom been called upon to endure. And last summer, despite his 89 years, he had sat in his surrey and piloted those who were fortunate enough to secure his services.

"It does not seem so long ago," he began, in answer to the query. "We were in a boat in the James River. President Lincoln had accepted an invitation to go on board Admiral Porter's flagship. Going back to shore, he stepped from the Admiral's gig into our boat to cross to the landing."

The aged man stopped to look at a picture of Lincoln, propped up on a table before him and surrounded by small flags. The visitor leaned forward in his chair expectantly.

"He looked like that little picture, on the side," went on Mr. Wood. "He was haggard and worn. Richmond had fallen only a few weeks before and they said he looked very tired then, too. Well, he was a great man, and he had more than his share of the country's troubles. It's no wonder he was care-worn."

At that moment the old Grand Army man sighed: "I've been pretty tired myself this winter; haven't set my foot outside the door since cold weather. But as soon as it begins to get warm again, and Spring is here, I'll feel more like getting limbered up. Then I can drive the surrey down to the Square."

The old gleam returned to his eyes. "Of course, everyone in the boat had his eye on the President. When he crossed over our boat he put his hand on my shoulder to steady himself, I was more surprised than any. Yes, it all comes back to me as clearly as if it happened last year. I can remember his eyes, and his words I have never forgotten, when he said: 'Now, boy, it is all over—now you can go home to see your mother.'"



JAMES H. WOOD, SR.

There are only a few men living today who saw Abraham Lincoln, and fewer still are those who have listened to his voice. That great melancholy American who died at the very fulfillment of his hopes, at the zenith of his success, lives greater still in the heart of the American people. And in the memory of that pitifully small group of those who glimpsed him, he holds a deep devotion.

Nantucket's last two veterans of the Grand Army of the Republic both have a connection with Lincoln.

"My comrade, James H. Barrett, was one of those who stood guard at Lincoln's bier," said Mr. Wood.

"I enlisted on the 28th day of December, 1862," said Mr. Wood, "and I will never forget the cold weather suffered on Long Island in Boston harbor, where I and 12 other Nantucketers who enlisted at the same time, were placed in barracks. I have never been so cold before or since. We joined the 2nd Mass. Cavalry—and out of the dozen Nantucket boys only three came back alive."

Mr. Wood's cavalry-fighting came to an end in a hospital, where he spent ten days after his company was ambushed by Mosby's guerrillas at Cedar Creek. In that skirmish two other Nantucket boys were killed—Eddie Hamblin and Charlie Backus.

Learning that there was a chance to transfer to the Navy as an ordinary seaman, Mr. Wood passed the seamanship test and was ordered to report aboard the *Astor*, at the Philadelphia navy yard. While chasing a blockade runner up the Cape Fear river, the *Astor* went aground, and had to be destroyed by her own crew.

"We put a slow-match in her and left her," explained Mr. Wood.

His next episode found him down with malaria fever at Morehead City, in the Carolinas. When his strong constitution carried him through that illness, he was transferred to Fortress Monroe, where he reported on board the frigate *Minnesota*, one of the best ships in the Navy.

He took part in the first assault on Fort Fisher, when the Union troops were forced to turn back, and fall back to Beaufort.

"But the next time we attacked, we took her," Mr. Wood pointed to an old print on the wall depicting the scene. "Admiral Porter landed 1600 men. I was one of them. We made a great charge up the beach, over the stockade and up to the breach in the fort's breastwork. General Terry had gone around to the other side, and as soon as he closed in we had them—he took half the fort before they real-

ized where he was. There was a lot of hard fighting, but they surrendered at midnight."

The next warship Mr. Wood joined was the *Sacculus*, the same craft that made such a gallant charge on the ram *Albemarle*, in Cape Fear river.

"I well remember a Saturday night, when we were doing guard duty up the James River. There had been cannonading all day, and then there was quite a tempest that night. The next day it was unusually quiet. Lee had surrendered to Grant at Appomattox.

"Soon afterwards we were sent up the river as escort to the Admiral's flagship, the *Marlboro*. It was at this time I had the chance to see and hear President Lincoln."

He was at the Philadelphia Navy Yard, with the ship about to go out of commission, when news that the President had been assassinated was flashed around the world. The ship was ordered into Chesapeake Bay to search every vessel for the murderous John Wilkes Booth.

While on the ship *Princeton* at City Point an unfortunate incident took place which caused Mr. Wood to embark upon his most unusual journey. It seems that the paymaster of the ship, on the way back from Washington, had jumped overboard with the payroll, taking with him the papers and accounts of the crew.

As a result, when the men arrived back at Philadelphia they were given a choice of ten days furlough without pay or to go aboard a receiving ship at the Yard. The furlough was all right for the men living in nearby states. But Mr. Wood was hundreds of miles from home.

Despite the shortness of the furlough and the distance from Nantucket, he was determined to attempt it. Accordingly he borrowed \$20 from a relative in Philadelphia named Washington Chesterman, and set out.

He arrived in New York city at 3 o'clock on a Sunday morning. After wandering about the city for hours, his uniform and youthful figure attracting the attention of many citizens, he was accosted by a tall, well-dressed man, who claimed to be a grocer from Portland, Me., in the city on business.

Accepting an invitation to dine at a hotel, Mr. Wood was about to sit down to a good meal when the new friend asked him if he could change a \$100 bill. The young sailor had but \$14, which he needed for his railroad fare, and when the man suggested a loan of this sum until he could get his century-note changed, Mr. Wood grew suspicious and summoned a policeman. But the "confidence man" made his escape.

At the railroad depot, however, an attendant saw to it that the young sailor got a good meal, so that Mr. Wood started for Boston a little less hungry. At Boston, he spent all but a few dollars for fare to Hyannis. To his great disappointment, when he arrived at the wharf there he learned that the boat to Nantucket had not arrived. He spent the night in a shed on the wharf, sleeping on a pile of shingles—but he did not mind this, the next day he was home.

After a few days on Nantucket, he made the return trip to Philadelphia, where he received his honorable discharge from the Navy.

James H. Wood was born on the 28th of May, 1846. This Memorial Day will find the 90-year-old Grand Army veteran in his customary place in the day's parade. He looks forward to this day all the year, always reserving its hours as sacred to the task of honoring the memory of his comrades.

Besides his interesting experiences in the Civil War, he has had a wealth of anecdote dealing with the years he spent on the codfishing vessels that ran out to the Banks in the 60's, 70's and 80's of the last century. Supplementing this are experiences as one of the last dory fishermen that put their crafts through the surf on the South side of the island—a well-nigh vanished industry. Finally, his career as a liveryman here embraces more than half a century, during which business he has become known to thousands of summer visitors.

A picturesque Nantucketer, retaining a rich memory for all his crowded years "Grandfather Wood" has the best wishes of all for many more years of happiness.

As he sat in his chair on Lincoln's birthday, with his eyes on the picture of the man of whom so many have written but whom so few have seen, he formed a tableau representing a silent and eloquent eulogy of the martyred President.

Feb. 15, 1936

The Battle of Fort Fisher.

Editor of The Inquirer and Mirror:

I am only too glad to add my contribution to those of Comrades Platt and Murphey and give your readers some of my Civil War experiences. As there are many to write of the army, I will tell of my experiences in the navy in the battle of Fort Fisher. When I was transferred from land service, I was placed on board the frigate Minnesota, a vessel 327 feet long, and one of the largest of the "wooden fleet." She carried forty-four guns.

The battle of Fort Fisher was fought in December, 1864. The fleet left Hampton Roads about 10 a. m. on the 13th. It consisted of forty-five vessels—frigates, sloops-of-war and gunboats—three monitors, together with the new "ironclads." The fleet was in charge of Admiral Porter and the Marlboro was the flag-ship. General Butler was in charge of the land force, and his plans were to destroy the fort by the explosion of 250 tons of powder, which was aboard the Louisiana, it being his wish to turn the fort over to the government as a Christmas present. His scheme was a failure, for the explosion did not occur, and a hard fight followed.

At this time Fort Fisher extended across the peninsula 682 yards—a continuous work, mounting 20 guns and having two mortars and four pieces of light artillery. It had a sea face 1,889 yards in length, consisting of batteries connected by a heavy curtain and ending in a mound battery 60 feet high, mounting in all 20 heavy guns, including a 170-pound Blakely rifle gun and a 130-pound Armstrong rifle. At the extreme end of the point, at the entrance to Cape Fear river, was located Battery Buchanan, a naval command with four heavy guns.

The attack was made by the fleet on the 24th—the day before Christmas—troops being landed from the transports. Later General Butler concluded that it meant a great slaughter of lives and thought it best to abandon the undertaking, so his troops were taken aboard the transports again and for two days the fleet kept up a terrific bombardment on the fort.

Before the attack commenced all hands were called to quarters, and I never shall forget the way that Ensign Birtwhistle (who had charge of the

forward pivot 200-pound rifle, to which I belonged) talked to his division just before we opened fire. It was a fierce fight, with shot and shell flying all about us, and the rigging, spars and bulwarks were torn and splintered by the fire from the fort. I recall seeing a solid shot lodge in one of our launches on deck. Commodore Landman sent a boy for it, saying he wished to keep it as a souvenir of Christmas.

At 5.30 in the afternoon, our fleet withdrew its bombardment for the night, and started in again early on Christmas morning. The fleet was then reinforced by one monitor and several wooden ships, commencing an incessant fire on the fort—more furious than that of the day before. Admiral Porter reported the rate of firing at 130 shot and shell per minute, the fleet receiving more damage from the mound battery than from the fort, owing to its higher elevation.

So ended the first attack on the fort, the fleet then going to Beaufort—the largest ships laying outside awaiting orders, where we rode out the heaviest gale I ever experienced. While we lay there we caught a good supply of sea bass. We lay at Beaufort until the fleet advanced to the second attack.

January 12th saw the second attempt at bombardment, with the fleet under the same command and the land force under General Terry. The fleet advanced up the coast, shelling the woods as it went. General Terry had 8,500 soldiers under him, which were landed, taking to the woods for shelter. Plans were then made for a detail of sailors and mariners to charge the fort in front, while General Terry, with his troops, attacked on the river side. This plan was carried out successfully, but with great loss of life.

Imagine, if you can, 2,000 men landing at Brant point, charging up the beach toward the Cliff, against 20 heavy guns and 2,000 men behind them with blazing rifles. These were the conditions that 2,000 sailors and marines had to face at the taking of Fort Fisher! I was one to be detailed

from the Minnesota, having been transferred from the army to the navy.

During the next two days, January 13 and 14, was the bombardment kept up, the fort in the meantime receiving reinforcements. In these two days over 200 men lost their lives in the fort and many more were wounded, while the fort itself was pretty well demolished. Our loss was very slight, mostly from splinters.

On the morning of the 14th, General Terry had possession of Craig's Landing, about a mile from the fort. In the afternoon, the steam transport Isaac Wells, loaded with stores for the fort, approached, and she was fired upon to warn her off, but she continued her course to the landing and was captured.

At 9.15 the next day, the Minnesota alone was signalled to proceed and take position. This time we were within 1,400 yards of the enemy—so close that we could see the men at work preparing to give us the best that was left behind their demolished breastworks. At 10 o'clock orders were given to prepare to land. At this time many personal matters were attended to, among them exchange of home addresses, to be used by our comrades if we failed to survive the conflict. I recall a mess-mate with whom I exchanged addresses, who was killed in the charge, and whose mother I saw later in Philadelphia. We left the ship at 11 o'clock, the officers and crew remaining on board giving us three rousing cheers.

The whole fleet now opened fire on the enemy's works; pieces of shell, tin, straps and sabots from our vessels, together with shot from shore batteries, came sparkling and whistling among our boats. Fortunately, we all landed safely, and with dry ammunition.

The men who had been transferred to our ship from the army were given Sharp's rifles, while the older members of the crew were armed with cutlasses and revolvers. There were more than 2,000 men landed from all the ships—400 marines and officers and over 1,600 sailors.

We landed about two miles above the fort, formed into companies in line along the beach, when we were divided into three divisions, each to be under the senior officer of the ship divisions, the marines to be under their senior shore officer. We were put to work at once digging breastworks, as Colonel Lamb considered that we would be the main attacking division. Throwing up breastworks, we advanced slowly, under a terrific fire from the fort, and losing heavily, finally making our most desperate charge. All one could see was men falling on every side. A few of us were fortunate enough to be under the protection of the palisade. It has always seemed to me nothing short of miraculous that so many of us got through without loss of life or severe wounds, as it was a continuous fire of musketry, grape and canister.

At this time General Terry was making his attack on the river side—a decided surprise to the rebels. As soon as they discovered our troops on the river side, they left us and gave their whole attention to Terry and his forces. After hours of hard fighting, the fort surrendered—at 9 p. m. During this last attack the loss was heavy on both sides.

General Lee had sent orders to General Lamb to hold Fort Fisher at all hazards, for the fall of that fort would mean the fall of Richmond. But the fort gave out and very soon Richmond stood in line of surrender.

The next morning one of the main magazines exploded, killing and burying alive a number of our men.

As nearly as I can remember, there were three Nantucket men besides myself who took part in this siege of Fort Fisher—the late Capt. Edward B. Hussey, attached to the Osceola; the late Daniel Brayton, master sailmaker on the Brooklyn; and the late Daniel W. Folger, ship-mate with me on the Minnesota.

After this engagement, I was transferred to gunboat Saccos, going into the Cape Fear River, where we fought our way up toward Wilmington.

If some of my comrades can be prevailed upon to write of some of their experiences in the war, perhaps, at some future time, I will give an account of the engagements up the Cape Fear River.

James H. Wood, Sr.
Nantucket, Nov. 14, 1911.

OBITUARY.

COFFIN.—Capt. George William Coffin, U. S. N., died at Yokohama, Japan, June 15th, of heart failure. Deceased was a native of Nantucket, having been born here in December, 1844. His parents died when he was very young, and he was brought up by relatives, and in 1860 entered the naval academy at Annapolis, graduating in 1863, when he was promoted to ensign. He was before Fort Fisher in both attacks, and was wounded during the land engagement there. At the close of the war of the rebellion he was ordered to the Shawmut, on the Brazilian coast. July 25, 1866, he received his commission as a lieutenant, and was attached to the frigate Franklin, of the European squadron, from 1867 to 1868. He was commissioned a lieutenant-commander in March, '68, and served at the Naval Academy. In 1870-'71 he was chief of staff of the North Atlantic squadron. After a short service on the gunnery ship Constellation he was again at the Naval Academy 1873-'74. After another period of service on the North Atlantic Station he was placed in command of the steamer Hassler on the Coast Survey, 1877-'80. He was promoted a commander 1878; attached to the Naval Observatory, 1880-'81; was on duty as lighthouse inspector, 1881-'84, and on ordnance duty at the New York Navy Yard, 1884-'86. In 1884 he commanded the Alert on the Greeley relief expedition. Later he was on the Mediterranean Squadron, and became secretary to the Lighthouse Board in 1889. He was active at this time in securing changes in the construction of lightships and tenders, and several of the modern vessels were constructed under his supervision. He became a captain in 1893, and was placed on the retired list in September, 1897.

Prior to the breaking out of the Spanish war, he had obtained a year's leave on account of ill health, and went to Yokohama, where he remained until war was declared, when he offered his services to the government and was assigned to lighthouse service on the Pacific coast. While there he overtaxed his heart and was seriously ill, but recovered sufficiently to permit of his reaching Yokohama last November, since which time he had gradually declined. Capt. Coffin was married to Miss Mary Cartwright, of this town, some time in the sixties, and a daughter was born to them, who is now the wife of Surgeon Anderson, U. S. N., stationed in Japan. Mrs. Coffin died only a few years ago, and Capt. Coffin never fully recovered from the shock of her death. He was one of the noblest of men, and very highly esteemed in naval circles, representing, we believe, the highest grade ever attained by any of his fellow townsmen who have served in the U. S. navy.



JAMES H. WOOD
As he appeared in the war. From an old tintype.

JUNE 24, 1899.

Death of James H. Wood, Sr., Last of the G. A. R. Veterans.

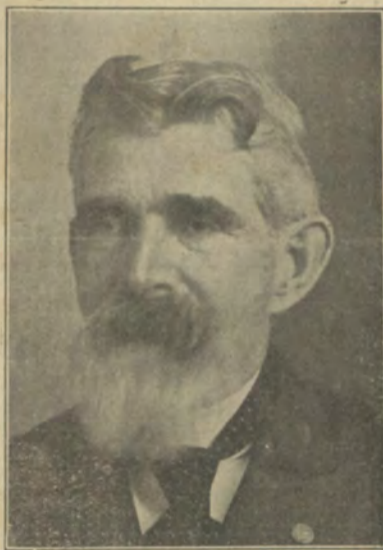
The last Nantucket man who served in the Civil War has passed on, joining the ranks of the other Grand Army Veterans who have answered the final roll call. At the close of the day and while the evening shadows were falling Wednesday, James H. Wood, Sr., entered into rest at the age of ninety-seven years.

His bodily health had been failing steadily the past year, yet he remained mentally alert until a few weeks ago, when it became evident that his life was drawing to a close. The last of the 339 Nantucketers who, as young men, fought to preserve the Union, James H. Wood carried the traditions of the Grand Army through to the end and maintained its standards as long as he was able.

For many years he followed the livery business in connection with his son and grandsons, and was well-known to hundreds of summer visitors. He followed shore fishing during the spring and autumn seasons and was one of the last of the dory fishermen. He also made a "plum pudding" Atlantic voyage aboard the whaler *Rainbow*.

In his younger days he had followed the sea in several branches, both on the banks and on lightships, and his memory served him well in later years in connection with fishing and wrecking occupations about the island.

As "Grandpa Wood" he appeared before the school children each year prior to Memorial Day, and for many years he arranged for Memorial Day observances, and, one by one, watched



JAMES H. WOOD, SR.

From this photo he is best remembered during his years as a liveryman.

the ranks of the veterans decrease as his comrades were summoned home. Determined to carry on as long as his strength would permit, he was able to participate in the observance a year ago, and while his mind remained clear his thoughts were of the observance to be held this year, even though he realized he would not be able to take part as in the past.

When the final summons came on Wednesday evening, his last physical movement was an effort to raise his hand to his forehead in the customary Grand Army salute.

The deceased was twice married. He is survived by his son, James H. Wood, Jr.; two grandsons, Herbert C. Wood and Allan D. Wood; a granddaughter, Mrs. Lillian Wood Thurston; by four great-grand-children; and by one great-great-grandchild.

Funeral services will be held on this (Saturday) afternoon from the deceased's late residence on East York street, at 3.00 o'clock. The Rev. Claude Bond will conduct the services.

James H. Wood's war experiences began in December, 1862, when he enlisted—six months before his 17th birthday. He was ordered to Boston, where he was one of the soldiers who were forced to spend a period on one of the islands in Boston harbor in an un-heated barracks, with winter temperatures prevailing—a bitter introduction to the methods of war-time organization.

As a member of the 2nd Massachusetts Cavalry, he went down into Virginia, being detailed to duty in the upper Shenandoah Valley. It was here that he participated in several skirmishes with the famous Moseby's "Raiders." At Cedar Creek, he took part in the cavalry engagement during which two other Nantucket men were killed—Edward Hamblin and Charles Backus, the latter riding within a few feet of Mr. Wood when he was shot.

Receiving his first wound here, Mr. Wood was transferred to a hospital camp. Learning that able seamen were needed in the Navy, he applied for



JAMES H. WOOD, SR.

When he served in the Civil War.

service in that branch of the fighting and was accepted after he had successfully passed an examination in seamanship at Philadelphia's Navy Yard.

His naval service included duty on the gunboat *Astor*, the frigate *Minnesota*, the gunboat *Sassecus*, and the gunboats *Malvern* and *Princeton*.

While serving on the *Sassecus*, he escaped the disaster which befell many of his shipmates when a Confederate shot exploded the boilers of the gunboat, scalding many of her crew to death.

As a seaman on board the frigate *Minnesota*, he took part in the storming of Fort Fisher, that Confederate stronghold at the mouth of the Cape Fear River, and was present at the capitulation of the fortress in 1865.

Twenty years ago the Grand Army of the Republic was represented by the following: James H. Wood, Sr., James H. Barrett, Josiah F. Murphey, Alfred Ray, Charles M. Crocker and Elijah Bearse. During the next five years all but Comrades Wood, Barrett and Murphey had passed on. A few weeks before Memorial Day in 1931, Josiah F. Murphey died. Both Comrades Wood and Barrett carried on for seven more years, Mr. Barrett passing away in 1938.

Commander James H. Wood was the only Nantucket veteran who received an appointment as aide-de-camp to the Grand Army, the appointment being made by Grand Commander Russell C. Martin on January 2, 1934.



COMRADES TO THE LAST.

James H. Wood, Sr., who passed away on Wednesday, and James H. Barrett, who died June 21, 1938—when they went to the polls to vote in November, 1936.

War Records.

Comrade Charles F. Barnard was born the 28th day of July, A.D. 1838, in Nantucket, county of Nantucket, State of Massachusetts, volunteered into the service, as per Adt. General's Records, accredited to his native town as a private in Company I, 20th Regt. Mass. Volunteers, and was mustered July 18, 1861. After service at the front he was discharged Feb. 28, 1862, by reason of disability. He joined Fletcher Webster Post 13, G. A. R., of Brockton, Mass., in 1870. He died in Nantucket, Mass., October 12, 1874.

Company I of the 20th Regt. Mass. Volunteers, was composed of some 73 men (soldiers) who were accredited to Nantucket. Several of them were made commissioned officers during the service of the regiment, many of them promoted as non-commissioned officers in companies, and several promoted on the non-commissioned staff. The original formation of the company was about 100 men, but during service it had about 250 men on its rolls. The regiment was originally recruited at "Camp Massasoit," Readville, Mass., and left for the seat of war Sept. 4th, 1861, under Col. William Raymond Lee of Roxbury, Mass. The regiment formed a part of Gen. Stone's division. Its first battle was that of "Ball's Bluff," Va., October 21st, 1861. The regiment exhibited great courage and suffered great loss, over 200 killed, wounded and prisoners. The record of the regiment during the war was a notable one. It participated in more than a score of battles, many of them of the most famous and noted battles of the Potomac Army, besides raids, reconnaissances and skirmishes of minor note.

Vol. 1, Page 194.

The Adj.-General's records record another soldier on the roster of Company I of the 20th Mass. Volunteers, (infantry) by the same name (Charles F. Barnard) accredited to Nantucket, Mass., as a private. Mustered August 19, 1862; discharged August 16, 1863, by reason of disability.

The compiler, fearing some error in the Adj.-General's Records, wrote to the town clerk of Nantucket and received the following reply:

Nantucket, April 18, 1906.

H. O. Thomas, Esq., Brockton, Mass.

Dear Sir—Replying to yours of the 16th inst. would say that according to the records of this office, Charles F. Barnard, son of Charles and Mary, died in Nantucket, Oct. 12, 1874, while there is no record of the death of Charles F. Barnard, son of John P. and Sophia N., who I am told died a number of years ago in Sandwich.

There is no record of the birth of either of the above, but according to the census of 1840 on file in this office, the first named was born in July, 1838, while Charles F., son of John P. and Sophia, was born in November, 1832.

Yours very truly,
Lauriston Bunker.

(No fee.)

Note—The reader will please notice the two little words at the close of the above letter, (no fee) and judge of Citizen Thomas' appreciation of the kindness of Lauriston Bunker when recompense was proposed for the information solicited.

George N. Macy of Nantucket, Mass., was mustered as first lieutenant in the 20th Massachusetts Reg., July 10, 1861; captain Nov. 8, 1861; major, Dec. 18, 1862; lieutenant-colonel, May 1, 1863; colonel, July 5, 1863. Termination of service July 27, 1865, Bvt.-Maj.-Gen. John W. Summerhayes of Nantucket, captain in the 20th, was breveted major. The same of Capt. Albert B. Holmes of Nantucket. Benj. B. Pease was a captain in the 20th Regt. Leander F. Alley, second lieutenant, from Nantucket, was killed Dec. 13, 1862, at Fredericksburg, Va. Charles H. Baker, also of Nantucket, was quartermaster in the 20th Regt. and promoted first lieutenant.

William F. Fox, lieutenant-colonel U. S. V., writes and records the following named battles to the honor of the 20th Mass. Regt. Vols.; Ball's Bluff, Va., Fair Oakes, Savage Station, Glendale, Malvern Hill, Va., Antietam, Fredericksburg, Chancellorsville, Gettysburg, Pa., Bristow Station, Va., Wilderness, Po River, Spottsylvania, North Anna, Cold Harbor, Siege of Petersburg, Deep Bottom, Boydton Road, Hatch's Run, "Guerillas," Va. Present also at Yorktown, Va., West Point, Va., Peach Orchard, Malvern Hill, Mine Run, Potomac, Strawberry Plains, Reams Station, Sailors' Creek, Farmville, Appomattox, Va.

Gen. Humphrey, chief of staff, Army of the Potomac, in his able history, "The Virginia Campaign of 1864 and '65," alludes to the Twentieth as "One of the very best regiments in the service." It served on the Peninsula and at Antietam in Dana's (3d) Brigade, Sedgwick's (2d) division. At Fredericksburg the division under Col. Norman Hall of the 7th Michigan, distinguished itself by crossing the river in the face of the enemy's riflemen, who occupied the building on the opposite bank. To the Twentieth was assigned the bloody task of clearing the streets. In column of companies led by Macy, it fought its way through the main streets of the city exposed to a terrible fire from the windows and housetops. Its casualties in this fight were 25 killed and 138 wounded (no missing.) At Gettysburg it lost 30 killed, 94 wounded and three missing; total 127, out of 12 officers and 218 men who went into the action.

The Twentieth sustained the greatest loss in battle of any Massachusetts regiment; also a remarkable fatality in its field and staff, losing a colonel, lieutenant-colonel, two majors, an adjutant and a surgeon killed in battle. Colonel Revere was mortally wounded at Gettysburg; Lieut.-Col. Ferdinand Dreher received a fatal wound at Fredericksburg, Major Henry L. Abbott was killed at the Wilderness, Major Henry L. Patton died of wounds received at Deep Bottom, and Surgeon Edward H. Revere was killed at Antietam, while in the discharge of his duties.

Well may Nantucket feel proud of its record in war time, especially of its representatives in the Twentieth Massachusetts Regiment. Nantucket, too was nobly represented in the U. S. navy in war time.

Post 13, G. A. R., had another member who served in Company D, 20th Massachusetts Regiment, and accredited to Nantucket. His name was William R. Bunker. He died in Brockton, Sept. 9, 1900. His service sketch has been written.—"Citizen" Thomas, in Brockton Enterprise.

The Drafted Men of Half a Century Ago.

"Did they draft men for the Civil War?" we were asked the other day. "Who were drafted from Nantucket?" Reference to our files gives the following list, which is of interest at this time, even though many of the names are unfamiliar to the present generation:

Gorham G. Andrews, Alonzo Baker, Benjamin Cartwright, William G. Chadwick, Timothy H. Brooks, William Henry Macy, Henry B. Ellis, Charles W. Gardner, David Yetman, John O'Connell, Charles F. Folger, Charles C. Crosby, Charles Clark, William T. Folger, William M. Coleman, Alexander Brill, Thomas P. Eldridge, Alexander M. Chase, Seth C. Chase, Benjamin G. Tobey, Charles H. Backus, William B. Harris, Grafton Gardner, Frank J. Crosby, A. Holmes, Joseph P. Gardner, David G. Coffin, William M. Barrett, Henry R. Tucker, Charles R. Gruber, Horatio Adams, Edward C. Gardner, Reuben Dow, George F. Ryder, Ellery C. Folger, James H. Macy, Francis E. Folger, Stephen W. Key, William J. Brown, David Allen, Benjamin H. Whitford, George W. Burdick, Robert B. Joy, Barzilla S. Coffin, William I. Burgess, Richmond Brown, Albert C. Clark, Charles McCann, Alfred H. Gardner, James H. Chase, Asa C. Jones, Henry F. James, Hyrum C. Fuller, William O'Connell, Barker B. Chase, John M. Pinkham, Edward Marvin, William M. Dunham, James M. Green, George Hodges, Job P. Turner, Andrew Green, William S. Fitzgerald, Benjamin S. Coffin, Howard Gardner, Oliver S. Chase, James H. Hallett, Orin Adams, Francis A. Cleveland, Obed B. Ray, John Gray, Uriah Folger, Roland Coffin, Robert B. Gardner, Charles Field, Wallace Allen, Henry Dame, Moses H. Brown, Seth Mitchell, John R. Bartlett, Charles Rawson, Charles F. Chase, Edward K. Godfrey, William H. Creasy, Daniel Whitney, Jr., Horace O. Brown, George A. Veeder, George W. Potter, Oliver C. Beach, William W. Brooks, Henry Cathcart, Robert D. Tweede, Frederick M. Coffin, John G. Orpin, Thomas Coleman, Jr., William C. L'Honniedieu, Oliver F. Hussey, George E. Creasy, Thomas Wright, Frederick F. Mitchell, Alfred Bunker, John W. Macy, Benjamin F. Brown, Howard Cushman, Charles C. Fisher, Thomas R. Coffin, Andrew M. Douglas, Charles S. Westgate, John C. Gardner, Charles G. S. Austin, Warren F. Ramsdell, David Parker, Lewis L. Adams, Andrew G. Fisher, Elisha P. Gardner, James Fin, E. Walker.

Funeral Services.

Funeral services over the remains of Mrs. Sara C., widow of Lieut. Commander Thomas M. Gardner, U. S. N., were conducted at her late home, corner Main and Orange streets, Tuesday afternoon, by Rev. J. Cullen Ayer. Mrs. Gardner had taken a deep interest during life in the local organization of the G. A. R., which had been named for her late husband, and had contributed substantially to its welfare, and the members were fully appreciative, and many of them attended the services, as well as members of the Woman's Relief Corps and Sons of Veterans. Thomas M. Gardner Post, No. 207, G. A. R., sent a delegation to act as pall-bearers. The remains were interred in the family lot at Prospect Hill.

Jan. 13, 1898

OBITUARY.

On Sunday afternoon last, Thomas M. Gardner Post, G. A. R., attended the funeral of their late comrade-in-arms, Francis Fisher. Associate members and a delegation from the Woman's Relief Corps were present. Rev. J. E. Dinsmore, pastor of the People's Baptist Church, conducted the services. At the cemetery the veterans held a brief service according to the form of their army ritual.

Mr. Fisher had been color-bearer of the post for many years; he was a brave soldier, a good citizen, and was beloved in his home, and throughout our community. His nature was kindly; he lent a helping hand to any one in distress. In his immediate neighborhood the children called him "Uncle Frank" and for a long time to come they will miss his welcome presence. He leaves a widow, an adopted son, two brothers and two sisters.

Oct. 4, 1902

Obituary

Edward H. Wing, a veteran of the Civil War and a well-known citizen of Nantucket, died Tuesday afternoon at his home on Lily street, after a brief illness, aged seventy-three years. He enlisted in the United States navy in August, 1861, serving on ships Brooklyn and Richmond until September, 1864, when his term expired. He has filled the office of Commander of Thomas M. Gardner Post, No. 207, and numerous other offices, being a regular attendant at all meetings of the Post up to a week or so prior to his death.

The deceased is survived by two daughters—Miss Stella Wing and Mrs. Everett Backus—to whom the sympathy of the community goes out in their bereavement.

Funeral services were held at the late residence of the deceased, yesterday (Friday) afternoon, the Rev. P. B. Covell, pastor of the Baptist church, being the officiating clergyman. Delegations were in attendance from the Grand Army Post and Nantucket Lodge, I. O. O. F., of which organizations deceased was a member.

Sept. 9, 1911

May 12, 1906

Nantucket's Sad New Year During the Civil War.

Eighty-one years ago this week—the last week in December, 1862—the community was in the midst of a deep gloom. Never did the coming of a new year appear so dark—with the possible exception of the wintry war year of 1779-80—and the islanders had but the most melancholy reflections for the year that was just passing.

The occasion for the sad advent of 1863 came about with the news of the battle of Fredericksburg, Va., as a result of which Nantucket lost several of her sons, and the battles around Kinston, N. C., in which we also suffered casualties.

The latest mails of the previous week had brought the intelligence of the imminence of a battle between the Army of the Potomac and Lee's Army of Northern Virginia. In its camp at Falmouth, across the Rappahannock from Fredericksburg, the Federal troops under General Burnside, had prepared for the river's crossing.

There were more than half a hundred Nantucket men in the 20th Mass. Regiment, and with such a large stake in the expected contest the whole community nervously awaited the news. When word came up Main street that the steamer was not going to sail on Monday, Dec. 15, a few of the business men got together and hired the redoubtable Cap'n Alex Dunham and Joe Perry to go across to Hyannis in the former's sloop and "bring back the news."

Those Nantucketers who, today, have relatives and friends in armies exposed to danger, can well imagine with what intense anxiety the islanders of 1862 awaited the receipt of the dispatches.

A fierce nor'easter materialized and kept the sloop storm-bound in Hyannis. Meanwhile, the steamer got under way on the 18th and returned to the island with the news of the great conflict at Fredericksburg.

Nantucket had suffered severely. Out of her half a hundred volunteers, five were dead, fourteen wounded and one missing—nearly 50% casualties.

Burnside's first task had been to get some men across the river and drive from the town of Fredericksburg the Confederate sharpshooters who were decimating his engineers in their bridge-building efforts. Among the first to volunteer for the hazardous duty were the Nantucketers in the Mass. 20th.

Led by Capt. George Macy, Lieut. Leander Alley, Sgts. Holmes, Summerhayes and others, the islanders crossed the river under fire, advanced and did their full share in driving the Confederates from the town. Then came the carnage of the next day—Marye's Heights and the retreat.

Dead on the field of battle were Lieut. Alley, Privates George E. Snow, William H. Winslow, Charles Morris, William Swain, William Wilcomb. Adjutant Clinton Swain, serving in a Pennsylvania regiment, was also killed. Wounded were Sgt. Albert B. Holmes, Pmts. Josiah F. Murphey, Edward P. Greene, Charles F. Barnard, James H. Barrett, Charles Ellis, Edward Orpin, Thomas Russell, Daniel P. Chase, Charles F. Swain, Jacob G. Swain, Albert C. Parker, William C. Swain.

While Nantucketers were taking part in the Battle of Fredericksburg, other islanders, attached to the 45th Mass. Regt., were engaged in the fighting at Newbern and Kinston, in North Carolina. Advancing through a swamp on Sunday, Dec. 14th, these Nantucket men fought knee-deep in mud, forcing their way through a tangle of briars and underbrush, and bearing the Regimental flag.

Nantucket's casualties included Edward Daggett, killed; George Robinson, died four days later. Wounded: Henry Brown, Obed Coffin, George Ellis, Timothy Folger, Francis M. Folger, Stephen Gibbs, Davis Hall, Hosea Hewitt, Francis Turner, Alexander Mansfield, Henry C. Ray and William H. Macy—the latter surviving a grievous wound, destined to return home, go a-whaling, and eventually to write the classic "Thar She Blows!"

And so the new year's advent was touched with the gloom of realization that the war was to be long and exhausting, and that many an island boy would never return.

But the community kept at its task of holding high the torch of patriotism, and the Nantucket "boys in blue" continued on to establish a record in that war which time can never dim—and which created a goodly heritage—fittingly maintained by the island's fighting sons of 1898, of 1917-18 and of 1941-44.



Headquarters
THOMAS M. GARDNER POST,
No. 207.

Monitor "Nantucket" Once Terror of The Seas.

An interesting contrast to the modern fighting ship is the old monitor Nantucket, built in 1862, veteran of three engagements in the Civil War, and in commission as late as 1898 when she did auxiliary duty on the Atlantic coast.

The Nantucket was one of a class of 13 single turret monitors designed by John Ericsson of Brooklyn after the success of the original Monitor in combatting the Confederate iron-clad Merrimac. Her keel was laid in March, 1862, at the Atlantic Works, Boston, and she was launched within a year. Two hundred feet in length, 46 feet beam, and drawing 11 feet 6 inches, the Nantucket, like her sister ships, was propelled by one of the old-fashioned "grasshopper" steam engines, a single screw installation of 340 horsepower. The other monitors of this class were rated at speeds of five to six knots, but the Nantucket was credited with six to seven, though her dimensions and horsepower were the same.

Eleven Inch Armor.

With a displacement of 1875 tons, the Nantucket carried five inches of iron armor along her low topsides and 11 inches on her turret. When she sailed from New York to Port Royal, South Carolina, March 9, 1863, to take up her active part in the war she was heeled with two smooth bore guns in her turret, one 11-inch and one 15-inch. From July 10 to Sept. 5, 1863, she fired 44 shots from her big gun and 155 from her smaller one, a total of 199, and of these she is credited with 53 hits.

Keokuk Was Failure.

The Nantucket's first chance to strike a blow for the Union came April 7, when, under Commander D. McN. Fairfax she took part in an unsuccessful bombardment of the defenses of Charlestown harbor. The attack was led by the new iron-clad frigate New Ironsides, accompanied by the monitors Weehawken, Passaic, Montauk, Patapsco, Catskill, Nantucket, and Nahant and a smaller ship of the monitor type, the Keokuk, a wartime experiment which failed so miserably that she was riddled with shot, lost more than 30 men in killed and wounded, and sank the next day.

See Picture

PENSION.—Mr. Alvin Hull of this town has been granted an original pension. Mr. Hull claims to be the youngest volunteer from Nantucket, if not from Massachusetts, who served during the Rebellion, having enlisted before his sixteenth birthday in Co. I, 20th Mass. Vols., in 1862. He was in several severe engagements and a number of skirmishes, and can relate interesting reminiscences of his experiences.

Apr. 24, 1890

First West Point Graduate Was Native of Nantucket.

From Syracuse, N. Y., Herald.

Few of the thousands of persons who graduated from West Point Military Academy know of the grave of its first graduate in Geneva, N. Y., where he made his home for more than 30 years.

Gen. Joseph G. Swift, who served his country for more than 50 years in both civil and military capacities, died when the Civil War ended.

The inscription on the Swift tombstone reads:

Joseph Gardner Swift,
Son of Foster and Deborah Swift,
Born Nantucket, Mass.,
Dec. 31, 1783.

Died Geneva, N. Y., July 20, 1865
The first graduate of the U. S.
Military Academy at West Point.
Chief engineer of U. S. Army, 1812.
Brevet brigadier-general in 1814.

Feb. 2, 1935

Nantucket Veteran Honored at Lincoln Celebration.

From the Boston Post.

Abraham Lincoln lived again vividly in memory Wednesday afternoon at the Mary Bowditch Forbes estate in Milton, when Grand Army Veteran James H. Wood, of Nantucket, told a great throng gathered about the Lincoln Cabin the story of his meeting with the great Emancipator.

"It was at Richmond," said Veteran Wood, as he addressed the crowd from a tree stump rostrum, "that Lincoln placed his hand on my shoulder and said to me, 'Now, boy, it's all over; you can go home and see your mother.' I was on the gunboat Sassakas at the time, which had been in the honorary naval escort given the President, who was on the flagship."

"That was only a short time before Lincoln was assassinated, and he looked tired and haggard. It was a wonderful sight, that day on the James River. There were thousands of people, blacks and whites, on the river bank that day. I shall never forget that scene."

Mr. Wood is 83 years of age and has long wished to visit Miss Forbes' Lincoln cabin. Yesterday, he was a guest of honor, with several other Civil War veterans, at the Lincoln Day observances at the Forbes estate in Milton. During the afternoon, Miss Forbes estimated, 3000 people—hundreds of them children—had visited the place.

Former Governor Channing Cox was the principal speaker of the afternoon.

From the Boston Herald.

Of all the speakers whose addresses recalled the Great Emancipator yesterday on the anniversary of his birth, none told a more pertinent story than James H. Wood, of Nantucket, one of the three remaining members of the G. A. R. post on the island, who left his home for the first time in 14 years to attend exercises at the Lincoln Cabin on the estate of Miss Mary Bowditch Forbes in Milton.

Feb. 15, 1930

COMRADES TO THE LAST!



This picture of the last three veterans of the Civil War living on Nantucket was taken on Memorial Day, 1930. Comrade Josiah F. Murphey, standing at the left, died April 29, 1931. Comrade James H. Barrett, in the center, passed away this week. And now Comrade James H. Wood, Sr., (right) is the only survivor of the 269 Nantucket men who answered their country's call and fought to preserve the Union in 1861--65.

Death of James H. Barrett, Veteran of the Civil War.

James H. Barrett, one of the last two surviving veterans of the Grand Army of the Republic on Nantucket, died at his home at 62 Orange street, some time Tuesday night. The end came quietly, as peacefully as he has spent the last few years of his life.

Mr. Barrett was the oldest man on Nantucket, and holder of the Boston Post cane. His wife, Mrs. Mary Elizabeth Barrett, died several years ago, and his daughter, Miss Hattie Barrett, has been his constant companion and guardian from the time when his advanced years rendered him a semi-invalid.

The deceased was born in Nantucket on January 6, 1845. Before he had reached the stipulated age of 18, he enlisted in the 20th Regiment of the Massachusetts Volunteers in August, 1862, reaching that regiment at its headquarters in Maryland on Sept. 7 of that year.

Here he joined Co. I, which was composed of practically all Nantucket boys, and marched with them to Antietam Creek, where the 20th Mass. took part in the greatest battle of the war up to that time—Antietam. In relating his experiences, Mr. Barrett, in his last interview with the writer, remarked that McClellan might have gained a great victory had he closed in on the balked Confederates.

"There was a thick fog that night," he had said, "and I guess our generals got lost in it."

Taking part in the several marching campaigns which followed, Mr. Barrett, if he could be drawn out, was able to give a graphic picture of the hardships of the march and bivouac.

On December 13th, 1862, he was one of the heroes in the Federal Army's advance corps which crossed the Rapahannock before Fredericksburg and drove the rebel sharpshooters out of the town. It was here that he saw Holmes, Alley, Macy, Summerhayes, and others of his Nantucket officer

comrades perform feats of daring which won for some promotion and others a soldier's death. It was during this great strategic blunder—the Battle of Fredericksburg—that Mr. Barrett was badly wounded, a ball striking him in the foot.

On Nov. 2, 1863, nearly a year later, he was transferred to the Veterans' Reserve Corps, receiving his honorable discharge from the Army of the Potomac Aug. 7, 1864. He promptly re-enlisted in the V. R. C. and served for the duration of the war.

Mr. Barrett was in Washington at the time President Lincoln was murdered. He was able to recall vividly the great agitation which swept the capital city and the mass meetings in the public squares. Most of all he remembered the conspirators in the assassination plot—Mrs. Surratt and young Payne, and the famous Dr. Mudd, the latter being the controversial subject for speculation years after. Mr. Barrett was one of the guards at the Federal prison where the conspirators were incarcerated.

In June, 1865, at the age of 22, Mr. Barrett returned to his native island. With the exception of a few years' employment at the old Potomaska Mills in New Bedford, he has been here all his long life since the war.

Until he retired, a little more than fifteen years ago, Mr. Barrett remained remarkably active. He was a mason by trade, and often did carpentry work as well. He lost an eye in an industrial accident when still a comparatively young man, but was able to do his daily reading up until the time of his passing, his remaining eye retaining unimpaired vision through the years.

Funeral services were held yesterday (Friday) afternoon at the Newtown Cemetery, with Commander James H. Wood, lone survivor of the Thomas M. Gardner Post, conducting the Grand Army services at the grave. Members of the I. O. O. F., to which Lodge, the deceased belonged, the American Legion, and the Spanish War Veterans' Encampment, assisted in the services.

Mr. Barrett was of genial disposition, a man of steady habits, to which he often attributed his great age. He was loath to talk about his experiences in the Civil War, despite his participation in two of the war's most terrible battles. "I did my share," he remarked at one time. This was the outstanding characteristic of his long and useful life.

June 25, 1935

Nantucket's Gallant Men in Blue of The Civil War.

By Edouard A. Stackpole.

Stories of Individual
members in Nantucket
Journal, 1893. Small Group
Book

81

MEMBERS OF THOMAS M. GARDNER POST, G. A. R.

From a Photograph Taken in 1909.
Six Members of this Group Have Since Answered the Final Roll Call.



Front row—(left to right)—Benjamin B. Burdick, Charles M. Crocker, Charles Hyde, John R. Raymond (deceased), George A. Backus, Peter Hoy (deceased), Frederick H. Barney, Sampson D. Pompey (deceased), Franklin B. Murphey.

Second row—Edward Wing (deceased), Josiah F. Murphey, James H. Wood, James H. Barrett, Alfred F. Ray, Josiah A. Young, Benjamin A. Coffin, Edward C. Bennett, Hiram W. Reed (deceased), Henry F. Fisher (deceased).

Rear—G. Howard Winslow, William A. Barrett, George E. Dolby (associate), Horace Spencer (S. of V.) At extreme left—George S. Fisher (S. of V.) At extreme right—Valentine Small.

With the passing of Nantucket's veteran of the Civil War—James H. Wood, Sr., on May 26—the last member of a now legendary band went to join his Island comrades in that unknown bivouac of a soldiery host—the Grand Army of the Republic.

Nearly 400 Nantucketers served the nation in the great crisis of the Civil War. It was the first chance Nantucket had to display its patriotism and loyalty as a community, and the record established then by the Island "boys in blue" is a remarkable one.

It is entirely in keeping with this time of year that their story be recounted. None of our Nation's distinguished holidays is more impressive than that which has been set aside in memory of all their Civil War comrades—Memorial Day. The qualities entering into the hallowed services which commemorate this day combine memories, proud and tender, and reverent tribute to those men who fought for the ideals of freedom under democracy—ideals which are as paramount today as in 1861. So long as the deeds of the veterans of the greatest war on this continent are revered there must come a far greater appreciation for the tremendous hope for which they fought—a hope for the preservation of those ideals upon which our nation stands—principles which inspired the Spanish War heroes, which certainly gave a further inspiration to the doughboys of 1917-18, and surely to the millions of Americans now engaged in this epochal global conflict.

Nantucket "The Banner Town of The Commonwealth."

Nantucket was the banner town of the proud Commonwealth of Massachusetts from 1861 to '65, sending a total of 339 men into the armed forces of the Federal government—56 more than its quota. Of this number 213 served in the army and 126 in the Navy. In the record of these islanders one discovers facts which excite a deep admiration and respect, and a brief summary of their exploits on land and sea will unquestionably appeal to the many Nantucket men now in the service of their country.

One out of every 7 Nantucketers engaged in combat during the Civil War died as the result of wounds or was killed on the field of battle. The town was represented at every major battle from the First Bull Run to the Fall of Richmond. There were more officers in the Nantucket roster than in the north, all veteran men, the highest rank being that of Major-General George N. Macy, who became Provost-Marshal of the Army of the Potomac in 1865.

The Island was represented in the Navy by Commander George W. Coffin, Lieut-Commander Thomas M. Gardner, Capt. Henry Fosdick Coffin, Lieut. Daniel C. Brayton, Lieut. Seth M. Ackley, and many others. In later years Ackley became a Rear Admiral.

There were many veterans who returned to their island home to become prized possessors of that great tradition of arms placed in their care as Grand Army men. All have passed on, but a goodly number are to be recalled with pride by the present-day Nantucketers. Once having seen their faces, singularly inspired by the

exercises on Memorial Day, one does not forget them. There were G. Howard Winslow, Josiah Murphy and his brother Franklin Murphy, James H. Barrett, Daniel Brayton, Sr., Alvin Hull, Obed G. Smith, Sampson Pompey, Peter Hoyer, Benjamin Coffin, Fred Barney, Edward Wing, Josiah Young, Charles Crocker, Patrick Roberts, Charles Hyde, William A. "Billy" Barrett, and the last of the ranks to depart our midst—James H. Wood.

The "Island Guards."

The echo of the guns at the defense of Fort Sumter had no sooner resounded from New England's hills than the young men of Nantucket began to organize. There was considerable fear of an attack upon this coast by piratical craft—a situation paralleled by the first alarms which sprang into being as the result of our entry into the present conflict—but as soon as this war psychosis passed, the Home Guard unit settled down to an intensive drilling.

The unit, known as the "Island Guards," chose John W. Summerhayes as its Captain. The company marched out over Mill Hill each day for drill. At a special town meeting the citizens voted \$2,000 to outfit the "Island Guards," and also voted \$3000 for the purchase of two bronze cannon and accoutrements. On the 9th of May, one hundred muskets and ammunition arrived for the company.

A week later, a young man destined to become a Nantucket hero came to the island. He had recently been com-

missioned Lieutenant George Nelson Macy, and from his business life in Boston had come into contact with Col. Wm. Lee, Commander of the new 20th Massachusetts Regiment of Volunteers—a regiment which was to establish a noble record.

Macy received permission to return to Nantucket for volunteers for the regiment. Upon his arrival in Nantucket he was met by Captain Summerhayes who informed him that practically the entire "Island Guards" company were ready to become the first volunteers from Nantucket. The offer was accepted and on the 17th of July, 1861, the volunteers left Nantucket under the command of Lieut. Macy. The group included the following:

Albert B. Holmes, Charles H. Baker, Samuel Lowell, Leander F. Alley, Albert D. Stackpole, Thomas E. Paddock, Charles F. Barnard, Benjamin B. Pease, E. G. W. Cartwright, William Kelley, E. P. Greene, Henry P. Cook, Edward Alexander, George C. Pratt, Jared M. Hunter, Edward P. Orpin, William A. Barrett, George C. Worth, Timothy Kelley, Patrick Conway, Albert Kelley.

Drill at Camp Massasoit.

Each youth—for they were little more than boys—took away with him a haversack, the gift of the ladies of the island. These kits contained scissors, thread, etc., and woolen socks.

Arriving at Boston the company was met by Capt. Bartlett, and, after a collation, the party left by train for Camp Massasoit at Readville, where Col. William R. Lee and his officers

of the 20th Regiment complimented Lieut. Macy upon the excellent appearance of the youths. When Surgeon Bryant had completed his examinations, he declared: "We have had no men like these before—they are well nigh physically perfect."

Lieut. Macy returned to the Island and brought back four more volunteers—Benjamin H. Whitford, William R. Bunker, George F. Ryder and Alexander Simpson.

Then followed two months of drilling and maneuvers at Camp Massasoit. The Nantucketers became part of Co. I of the 20th Regiment. The old town was losing its whaling industry at the time, but she still produced a daring and hearty class of young men, well fitted for soldier life, and Co. I, composed chiefly of Islanders as new volunteers came in, soon ranked first in the ten companies of the Regiment. [The Readville camp was in later years named "Camp Devens." Many Nantucket boys destined for active service in the First World War and those now in the U. S. Army have trained here.]

Islanders Naturally "Shipped Out."

Meanwhile, numerous Nantucketers were enlisting in the Navy. Captain Thomas M. Gardner, who was in command of the ship *Philippe Delanoye*, Fairhaven, was among the first, and he was giving an Acting Master's berth. Captain Rufus Coffin entered the Revenue service as a 1st Lieutenant, and Francis Gardner secured a Ship's Clerk berth on a steamer then blockading ports in Virginia.

On August 10, Edward H. Wing enlisted in the Navy. He was to see action at New Orleans and Vicksburg, and to sail under the illustrious Admiral Farragut at Mobile Bay. A companion Nantucketer in the latter battle was David Morrow, who was killed in action on board the *Hartford*.

Peter F. Coffin, who was to serve for four years, and then die of fever contracted during the war, was another volunteer for the Naval service, as was Frederick Andrews (who saw action on the U.S.S. *Pawnee*), Hiram C. Gardner and William H. Swain. Sampson Pompey and John Swain became two of Nantucket's colored men enlisting in the Navy.

Then there was Benjamin Austin Coffin, who enlisted in the Navy in August, 1861, and served under Commodore Porter at the Battles of Island No. 10, Fort Pillow and Vicksburg. He was Captain of a 68-pounder at Ft. Donnellson's fight, and twice had his crew of 18 men reduced to but four men able for duty.

Other men to become Naval veterans were Charles Gruber, Acting Master William H. Hathaway, and Ensigns Benjamin Mitchell and Ferdinand Defriez.

Reuben C. Gardner and Obed Harris "shipped out" to serve on the U. S. S. *Quaker City*. Oliver S. Brock was to become an Acting Ensign soon after joining up.

Capt. Edward Barnard Hussey became an Acting Master on board the frigate *Sabine*. Later he was to be transferred to the *Osceola*, on board of which he was in both attacks on Ft. Fisher, the Confederate stronghold on the coast of North Carolina.

Enlistments Away From Home.

One Nantucketer, who had left the island some years before, enlisted in the 42nd Ohio, but later switched to the 2nd Mass. Cavalry. His name was Alexander B. Ray. Another Island-born youth to enlist off-island was Clinton Swain, who entered a Pennsylvania regiment, rose to become the adjutant of his regiment, and met death at Fredericksburg. Another to serve in an Ohio regiment was Lieut. George Tracy, who was to become a hero of the bloody fighting at Stone River, in far-off Tennessee.

Across the continent in California, Orestes A. B. Tracy, son of Jared Tracy and Mary Hussey, enlisted in Co. A, 3rd Cal. Regiment, and went out to fight hostile Indians.

Edward C. Bennett enlisted in the 3rd Rhode Island Artillery Regiment, and saw action at Fort Pulaski and the Siege of Charleston. John C. Cash, enlisting in Washington, became a Major in the Marine Corps.

After enlisting in the 26th Conn. Regiment, Obed G. Smith saw action under General W. T. Sherman.

Obed H. Ellis had an interesting career. He enlisted (in 1861) in the 29th Mass., and was discharged the next year for disability. Nothing daunted, he re-enlisted, this time in the 1st. Mass. Battery, later transferring to the 5th Mass. and then to the 9th Mass. Battery. He was at Newport News, Va., when the *Monitor* turned back the *Merrimac*, thus beginning a new era in naval warfare. Ellis took part in the Peninsular Campaign, with its humiliating retreat from a near victory, but three years later was back in the same locality to help chase Lee to surrender.

The roster includes Nantucketers serving in regiments from New York, Vermont, Ohio, Rhode Island, Pennsylvania, Connecticut, and other sister states of Massachusetts.

Balls Bluff—The Baptism of Fire.

But to get back to that stalwart group who composed much of Co. I in the 20th Mass. Volunteers. After the two months' training at Readville the Regiment was shipped to Washington and in September, 1861, pitched camp near Poolesville, Md. Letters home told of drilling and camp details, and anxious parents were lulled into false hopes that the Rebellion would collapse before any serious fighting took place.

But the quiet along the Potomac was ended by the savage (albeit somewhat pointless) engagement at Balls Bluff, across the river in Virginia, on October 21, 1861. As a result of this baptism of fire, in which the odds of battle were heavily stacked against them, the little force of Federals lost the field but won a definite niche in halls of glory.

Forced to engage a superior force of Confederates while exposed to their fire; overwhelmed by numbers and driven down a steep 100-ft. bluff into the swollen current of the Potomac; forced to escape across the river while under a galling fire from Confederates on the heights behind them, the little band of Nantucketers acquitted themselves with great courage.

Lieut. Macy spent that night in an anxious search for the Nantucket boys surviving [he had swum the river with his watch in his mouth (his fiancée's picture was in it)] and found young Whitford close by. Benjamin Pease and "Butt" Holmes were contacted, and the four soon located Tim Kelley, Ned Orpin, William Kelley and Charlie Barnard. Soon other islanders were found safely across—cold and hungry—but unhurt.

But there were six unaccounted for. At last John Summerhayes was found wounded in the arm and hand; George Pratt was badly wounded in the head and thigh; Albert Stackpole had managed to swim the river with a ball lodged in his groin. Albert Kelley, Samuel Lowell and George Worth were missing. It was afterwards ascertained that Lowell and Albert Kelley had been captured. The body of George Worth was found floating in the river some days later—he had been killed while swimming. Albert Stackpole died five days after the battle, and was buried in a grove near the camp. He was 18 years of age. Letters home gave details of the battle in bare terms, later to be confirmed by George Pratt, invalided home, the first wounded man to return to Nantucket.

Promotions were in order for the Nantucketers. Lieut. Macy was made a Captain. Private Baker became a Quartermaster-Sergeant. Privts. John W. Summerhayes, Wm. R. Kelley and Albert B. Holmes became Corporals.

A Nantucketer Captures a General.

A few months of quiet at Camp Benton, Md., was the preparatory period for the arduous service which the Islanders in the 20th Mass. were to experience the next four years.

On Feb. 20, 1862, they began a long march up and into the Shenandoah Valley. Only skirmishing resulted, and the regiment returned to Harper's Ferry. April found them in the Peninsular campaign, with McClellan's armies driving to within four miles of Richmond.

At the battle of Fair Oaks, the Islanders in Co. I made their first bayonet charge, driving the Confederates from a grove of trees. During this fighting, Corporal Summerhayes captured an officer who turned out to be General Pettigrew. The officer's pistols were presented Summerhayes, and he sent them home, where his father placed them on exhibition in his photographer's shop on Main street.

On the 11th of June, while fighting in the retreat from Richmond, Charles D. Barnard was killed and William Kelley wounded. While the "Seven Days' Battles" raged, the Nantucketers were in the midst of the fighting

Gain's Mill, Savage Station, Mechanicsville, the Peach Orchard—the men suffered equally from the heat in an immense open field by day, and the swamps brought fever and chills. Charles F. Greene, of the 18th Mass., and Corporal Alexander Barker, of the 22nd Mass., contracted typhoid and died upon return to Baltimore.

Then came the desperate stand at Malvern Hill. While engaged in the fighting in the midst of a sweet-smelling clover field, Jared Hunter was almost fatally wounded and Richard Brooks fell, mortally hit by a Minié ball. Then came the retreat to Harrison's Landing and re-embarkation for Washington.

In the Death Fog at Antietam.

In early August, 1862, a number of new volunteers for the 20th Mass. enlisted at Nantucket, among them being James H. Barrett, who lived to become the second to the last of the G. A. R. men surviving here. These recruits were met in Washington by Lieut. Macy and Sergt. Wm. Kelley on Sept. 7th, and marched off to camp at Rockville.

Here they found the Regiment had broken camp and marched off to the west, in search of Jackson's Confederates who had crossed the Potomac. The recruits wanted muskets, feeling ridiculous marching without them, and they were somewhat dismayed when Sgt. Kelley facetiously announced they "would find plenty strewn around on the battlefield." They were relieved to find their equipment waiting at the camp.

The pursuit of Jackson led them to Hyattsville and to historic Frederick City, where the inhabitants cheered them; Barbara Frietchie was among people waving flags from their windows.

Some years ago, James Barrett remarked to the writer: "Our officers wanted to follow up the rebels, but the orders never came through. Even following McClellan's orders to advance—which came at last—our division remained at Frederick until after the first day's fighting at Antietam—it was General Franklin's orders."

Late in the evening, on Sept. 17, the Nantucket boys in Co. I came onto the field of Antietam's struggle. They had to stand ready for action in a heavy fog; and so into the next morning, firing volleys, but actually unable to locate the enemy but receiving his fire. No sooner had the fog cleared than Josiah Murphy saw his brother Franklin fall wounded only a few yards away. Discipline forced him to stand in the ranks, when he sought to run to his brother's side. Fortunately, the wounded brother recovered. Edward Alexander was not so fortunate, succumbing to his wounds after lingering a month after the battle.

"We Crossed the River under Fire and Drove them out of Fredericksburg."

In dilatory pursuit of Lee's Confederates, the Army of the Potomac crossed into Virginia, then went into winter quarters on the banks of the Rappahannock. The Nantucketers in Company I of 20th. Mass. were at Falmouth, a little town opposite the larger town of Fredericksburg. On December 10th, General Burnside began his attempt to drive the Confederates from the Rappahannock. Then occurred one of the bloodiest battles of the war.

Burnside's first effort was to cross the river, and when his engineers, constructing the pontoon bridges, found the Confederate fire from the town of Fredericksburg too strong the call came for volunteers to cross the river in small boats and drive the enemy from the town. The Nantucketers in Co. I were among those accepted for this hazardous job.

Regimental Reunion.

Visit of Members of the Forty-fifth Regiment, M. V. M., to Nantucket.

Owing to the inauspicious weather Saturday, the River Queen (on which was expected members of the 45th Regiment, M. V. M.) did not come down, and some of the comrades turned homeward. The steamer arrived at her dock about 9, A. M., Sunday, when resident members of the regiment escorted the visiting comrades to the Springfield House, where the party were quartered during their stay.

During the forenoon the congregations of all our religious denominations united in a union service in the M. E. Church. Members of the 45th regiment with Nantucket comrades were present, and it was a very impressive scene. The pulpit was handsomely decorated, the work of the ladies, and the ceremonial was every way befitting the occasion. Rev. Mr. Round (Baptist) read the opening hymn, and offered prayer, tenderly alluding to the President and his family; the scripture lesson was read by Miss Louise S. Baker (Cong.) followed by a most touching prayer by Rev. J. A. Savage (Unitarian). Rev. James E. Crawford (Baptist) announced the hymn, when Rev. Mr. Ransom (Methodist), taking for his text, "Pray for the peace of Jerusalem," delivered an able address to the veterans before him; there were many fine passages in his discourse, encouraging to the heroic conduct of soldier and citizen. When concluded, Rev. Mr. Cobb, of New York, announced the hymn "America," in which the large congregation joined with a will, and the benediction was pronounced by Rev. James Ross, of New Haven, Ct.

The soldiers and many of their friends repaired to the Soldiers' Monument, where they paused to strew flowers in memory of the dear departed who fell in defence of country and home. Rev. Mr. Round offered prayer, while the remnant of a once gallant regiment stood with uncovered heads, reverently attentive. By invitation, Mr. J. D. Whitcomb, of the Boston Transcript, approached the monument, and after feeling allusions to familiar names that he saw upon the shaft, read "The Pledge of the Dead," (as only a surviving comrade can render such a piece) a beautiful poem written by William Winter, and delivered at the banquet of the Army of the Potomac, given in Albany, N. Y., June 18, 1881. Mr. Whitcomb, in his sympathetic utterance, represented the 45th regiment, members of which came from abroad, purposely to decorate Nantucket's Soldiers' Monument. It was graceful as it was noble! Dr. Arthur E. Jenks acknowledged the act and welcomed them to our Island home. He was followed by Rev. Mr. Crawford, in a brief but sympathetic speech, when the public exercises concluded with a benediction by Rev. Mr. Ransom.

On Monday a camp fire was lighted at Surf-side, the visitors, with other invited guests, going out on the 11, A. M., train, by invitation of their Nantucket comrades, where the day was passed in a pleasant and profitable manner. Reminiscences were revived, old and familiar stories recounted, and friendships firmly renewed by knots of veterans about the depot, while others sought other sources of entertainment. At 2, P. M., the drum beat to quarters, and the "boys" filed in to places assigned them at the tables. Rev. James Ross, of New Haven, offered prayer, after which Rev. D. Round, as master of ceremonies, in a very happy manner, called the company's attention to a well-prepared shore dinner (one of Mr. Chadwick's best spreads), to which they did ample justice (some of the boys, it is whispered, doing the whole bill of fare).

The dinner over, Mr. Round called upon Dr. Arthur E. Jenks, who delivered the following brief and impressive address, which was listened to with the liveliest attention by the veterans, who frequently manifested their appreciation of its sentiments by applause:

Soldiers of the 45th Regiment, Massachusetts Volunteer Militia.

This breezy upland which overlooks the unfettered ocean, is destined to become historic. Here, on the 4th of July last, ever memorable day in our country's political calendar, the success of the Nantucket railroad was celebrated—a triumph of enterprise. Later, the Coffin Clan assembled here, and its members listened with thrilling pride to the commemorative oration of a worthy son of this famous family, Tristram Coffin, Esq., of Poughkeepsie, N. Y.; and to-day, a delegation of New England soldiery hail the valiant remnant of their comrades in arms—a regimental reunion of noble, self-sacrificing men, whose valor is the safeguard of every public enterprise, and of all free institutions. In this glad event, I find the theme of my brief address: The 45th Massachusetts Regiment—Defenders of our American liberties. In behalf of our sea-beat shore, the summer land of the old Commonwealth! I give you cordial greeting, which is but another expression for Nantucket hospitality, whose kindness burns, like an altar flame, in English and Irish bosoms alike, as in our own, the wide world over; in the story of the wreck that went down in the white drift of yonder reef; in the rehearsal of scenes so familiar to the inmates of the neighboring Life-Saving Station, and to the gallant crews of our Lightships; in the deeds of native prowess and true heroism which you, as soldiers, know so well how to contemplate and to admire!

I have called you defenders of our American liberties. "Greater love hath no man than this, that a man lay down his life for his friend." Civil and religious liberty is the friend of the Republican citizen. The shot upon Fort Sumpter was an outrage upon the Flag of the United States. It was the firebrand of disunion hurled in the face of acknowledged nationality; but fearful as it was, you were among the loyal host, and helped to smother the lurid wave that rolled steadily Northward! Ah, soldiers of the 45th regiment! in that suffocating blast of rebellion, your solid ranks were decimated; your brothers fell; but to their everlasting memory, and to yours, the shattered base of our splendid fabric of States, was cemented anew with your own life-blood! You leaped into the deadly path so lately trodden by your brave companions; and believe me, the crimson record of your patriotism will never grow dim until the sun drops from its orbit!

Never since the day when I witnessed the first public flag-raising in the city of Worcester, home of Ex-Governor Levi Lincoln, whom I knew personally, and whose visit to Nantucket and reception by her people form one of the brightest chapters in her history; never since I listened to the long drum-beat at dress parade of recruiting regiments, and heard the sadly eloquent utterance along the line: "All present or accounted for!" so often inspired by the prophetic words of our great war governor, John Albion Andrew, who "never despised a man because he was ignorant, or because he was poor, or because he was black!" I may say that never since I saw one of the first State regiments march to the front, have I ever forgotten either the fate or the fortune of a Union soldier! It has been my privilege to hear the foremost orators and statesmen of our land; but the most that lingers in the eye of an army veteran, or that living plea of a man who once lost a leg or an arm in the war, or carries about with him, silently, marks of a wound in battle for his country; these are reminders which challenge my regard. Speech may be silver; but the silence of the modest soldier is golden. Did you not leave the peace of happy homes, exchanging freely the prattle of your children, the wife's cradle song and fireside glees, for the din of war, and the maddening discords of battle? You, alone, survivors of the carnage, know its un-written history!

When Mark Antony sought to move the hearts of the Roman citizens, he showed them the mantle of Caesar; bade them remember the summer evening when he first put it on; pointed to the rent the envious Casca made; at sight of Caesar's wounded vesture the Romans wept. Hard indeed must be the heart of any one American citizen whose emotional nature will not respond as he looks upon his country's tattered flag! I am informed that your regiment still holds in careful possession, the identical battle-flag which waved over Co. H., in whose ranks the Nantucket boys were enrolled; that it fluttered aloft during the fierce engagements of Kingston, Whitehall and Goldsboro'!

Like Barbara, in old Frederick town,
Ye held your standard high in air;
And never that free flag came down,
But seemed a benediction there!

There is the sacred association ever to be cherished by you; its presentation to your regiment by Governor Andrew, in behalf of Boston ladies; of the hour when you unfurled it so proudly, and marched steadily into the enemy's country! To-day it is even more emblematic in its transfiguration and fiery baptism, than when it wooed the Northern breeze on the morning of your departure. Those were crucial days. You were no holiday soldiers on parade, but sworn protectors of your country's life!

I see before me determined men, memories of whom have ever held large place in the hearts of their fellow-companions. I know that they thank you for your distinguished mark of respect, visible in this reunion celebration. If for any one thing else the 45th regiment will be remembered, it will be for its free-will offering of soldierly conduct and brotherly love manifested yesterday afternoon in your decoration of Nantucket's Soldiers' Monument. I thought the simple shaft looked more imposing than ever. I have but recently read a foreign tourist's description of a granite cross erected above the lone grave of Adelaide Neilson. He had stopped on his way through Brompton Cemetery, to "admire the rather spacious mound walled in with granite, and planted with geranium, both white and scarlet, blue and yellow flowers, and heliotrope. There was indeed truth in the inscription on the wreath of yellow immortelles that had been hung from the centre of the cross—'Never forgotten.'"

Your act of floral commemoration reverently performed yesterday, is recorded forever in the hearts of many a mother and sister of our Island home; you came all the way from the capital of loyal Massachusetts and beyond, to do this honor to the patriotic services of Nantucket's heroes. In every soldier's home whose face wears a wrinkle made by the "great Salt Wind," you will be remembered. And the words "Never forgotten," traced upon the cross which was lifted "in loving memory" of Miss Neilson, will crown the fragrant deed performed by you, within the shadow of the Soldiers' Monument.

You will recollect that the late Bayard Taylor wrote an exquisite minor chord in his "Song of the Camp:"—"The bravest are the tenderest, the loving are the daring!"

"Give us a song!" the soldiers cried,
The outer trenches gazing;
When the heated guns of the camps allied
Grew weary of bombarding."

Was not Co. H., the regimental orchestra of the 45th? This thought enhances the pleasure of this hour. Doubtless you had many happy experiences in common. There was a flavor to your camp-life; there were compensations for every weary march; and after years of separation with many of you, you now greet each other as old friends. But these are days of peace; the sword you have exchanged for the ploughshare; and, joyful through hope in the growth of a great country; active in the varied business avocations which you represent, you seize upon this glorious September time to inhale our invigorating sea air, in a word, to throw off for a while, the harness-yoke of this work-a-day world, and to be boys once more.

I cannot speak to you as a soldier, but that I have an abiding sympathy for your heroic achievements and your willing sacrifices, you can rest assured. The war is over. The bitter hate, the hostile feeling between the North and South, if they exist at all, must yield before long to that peace which is born of great civil revolutions. If we look abroad, we see the fruits of your struggle, terrible as it was; profitable husbandry; the comforts and immunities of unmoisted firesides; the safety of State and National Government; the growth of internal improvements; support for the public school; above all, the untarnished faith that every loyal citizen reposes in the grand mission of all America's institutions—in her civil, religious and political champions, who are not the men to be hampered by any ring, or swayed from their purpose through fear of opposition in whatever shape; but men for our leaders, who like our noble but wounded President, James A. Garfield, legislate for us fearlessly; who will never forget what you have done to maintain the dignity of just laws; to help build upon the blackened ruins of rebellion, National Progress and Universal Freedom! May we not pause here in our enjoyment, to place in the humane hand of our suffering soldier President a memorial of our present thought of him, of his devoted wife and children, and aged mother? In the beautiful language of the Leavenworth, Kansas, Times: "The Garfield legend, sure to cluster and grow around the story of his life, whether it ends now, or when he is old in years, and of longer honors will gather about him as his mother's son. Their relations will be remembered and told, and made the foundation of tale and story and picture when other events are the dry dust of forgotten politics. The son's kiss inauguration-day, the heart-broken cry of the mother over 'my baby!' when the strong man, high in place, was shot down; the solitary letter which the weak fingers of the President found strength to write in the weary weeks of illness—these are the things for which the man and the mother will be remembered. Linked to an emotion and a memory which come home to the bosoms of men and women, the lasting remembrance of President Garfield will rest secure!"

I admire the design of the Massachusetts Charitable Mechanics Association, now holding its Fair in the city of Boston, to organize a department to be known as "The Military Museum." Its purpose is educational in a patriotic sense, in that it aims to represent by relics and military insignia, "the martial phase of our State, displaying on lay-figures actual uniforms and weapons" from the old colonial eras, in direct line down through the Revolutionary days. There will be the sergeant of Poor's regiment of light infantry; the muster roll of Captain Perkins' Newbury company at Bunker Hill, with swords worn by Capt. Dodge, of Ipswich Hamlets, and Peabody, of Boxford. (I regret that your brave colonel of the gallant 45th, who bears the historic name of Peabody, and others of your ranks are not with us here.) There will be on exhibition in the Museum the famous Theodoreoga relics, and a ragged piece of one of the British flags surrendered at Yorktown! And is it not a cause of rejoicing, at this time, that your own personal bravery and courage in the Rebellion, will be shown, also, by a figure clothed as your own 45th regiment were clad, in what you so well recall as "the Governor Andrew great coats, with knapsack and canteen, in heavy marching order?"

Glorious 45th regiment! True your service was but for nine months; but in all those awful spaces, you stood like heroes! Nine months' duty in war; the record of the eternal years for your reward! Success is not measured by the time occupied in achieving it; but rather by the importance of the work when accomplished. Sheridan's ride to Winchester was the break-neck speed of only a few hours. That he saved the day is the glory of horse and man; the lasting praise of Sheridan! You, also, served faithfully, your term of required service. Those longest in the field could do no more!

In the Grand Entrance Hall of the Permanent Centennial Building in Philadelphia, there were placed upon its historic walls bronze portraits of the most remarkable men of our entire country, famous in the departments of Art, Literature, Science and Invention. No portrait, it is said, was put upon the walls which did not emphatically represent national progress. Thus shall you be remembered in the annals of this nation, and in more imperishable entablature than bronze or marble—in the hearts of your countrymen! Soldiers, it is to your everlasting honor, that, during the impending gloom of the Rebellion, never, for one moment, did you lose faith in God, or in the inspiration of the Old Flag! Men of New England,

"With us your names shall live
Thro' long succeeding years;
Enbalm'd with all our hearts can give,
Our praises and our tears!"

The foregoing address of welcome in full was given by invitation of the Nantucket veterans.

Following Dr. Jenks were remarks by Allen Coffin, Esq., Rev. Mr. Ransom (who closed by reading a fine poem entitled, "On Picket Duty"), Sergeant Barry, Co. D., Revs. J. E. Crawford, Levi Boyer and John A. Savage, Mr. William B. Ray and Rev. Mr. Round, when the company joined in singing "America." The following letters were then read:

NANTUCKET, 9th mo, 12, 1881.

Dear Friends and Comrades:
Words are idle to express to you my feelings of regret at being compelled to absent myself from your pleasant social gathering to-day. The spirit is willing, indeed only too willing; but every soldier will recognize the force of the veteran Matthew Bagnel's words, "Discipline must be maintained." Physical infirmities are the sternest disciplinarians, and their orders can neither be evaded nor openly disobeyed. Since the old regiment broke ranks for the last time, it has been my lot to meet and endure the greatest, perhaps, of all physical privations. The light of day has faded into deep gloom, and I find myself doomed to life-long blindness. I hope to meet you all—the more informal-

ly the better,—during your stay, to hear your voices, to feel the warm grasp of honest hands, but this not permitted me ever to look upon your once familiar faces again. While thus fighting the battle of life in the dark, you will believe my assurance that my heart is with you all to-day, and that it beats as stoutly as ever with love for our common country, and with esteem and affection for my old comrades in arms. As I am represented to-day by these lines, written literally in darkness, you can hardly set me down as one who is "missing at roll call."

If not "present," you will give me the credit of being satisfactorily "accounted for." With pleasant recollections of our companionship and hearty wishes for your future prosperity and happiness, as well as your full enjoyment of the present occasion, I am,
Yours in obscurity,

WILLIAM H. MACY,
Ex-Corporal of Company H.

NANTUCKET, 7th mo., 12, 1881.

Mr. Simon L. Lewis:

DEAR SIR:—I would have very much enjoyed accepting your kind invitation for to-day, and hoped to be present among the noble men and women who gave and who were given for our country's sake. I know full well that it cost those who were wives, or mothers, or sisters, as well as those who took their lives in their hands, a terrible sacrifice in the past time of our struggle. It would have given me great pleasure to see you and your comrades, with their wives and friends, but I have a funeral to attend, so please present to them my very best wishes and the prayerful gratitude of

Yours sincerely,
LOUISE S. BAKER.

The camp was called Camp Theodore Parkman, in honor of a color sergeant of that name who was killed at Whitehall, N. C., and the depot was adorned with mottoes suggesting the happy times in camp life to the veteran soldiers.

On arrival in town, the resident veterans were invited to the Springfield House by their visiting comrades, where a tempting repast was set before them by mine host Mowry. A continuous cross-fire of wit and wisdom flew about the festive board, and the best of good feeling prevailed. Mr. J. D. Whitcomb, of the Boston Transcript, Sergt. Barry, of Boston, Mr. Oliver Cushman, of Abington, Dr. Arthur E. Jenks, Messrs. Arthur H. Gardner and William B. Ray responded briefly to calls for "a few words," while singing, etc., kept the company in the best of humor.

The local veterans took leave of their comrades at an early hour, having entertained and been entertained right royally, the visitors especially showing their appreciation by sending a special committee to our sanctuary, with a request that we fail not to include in our report their thanks to old comrades-in-arms for the hospitable reception tendered them, assuring us that it was "the best time we ever had," and expressing the hope that the suggestion offered at the supper, that the annual reunion be held on Nantucket, would be carried out. They left for home on the 6, A. M., boat, Tuesday.

It is due Messrs. Simeon L. Lewis and Davis Hall, committee of arrangements, to say that the order of exercises was complete throughout, owing to their excellent management, as well as to prompt and liberal contributions from our citizens, who cheerfully rendered every aid and encouragement. The Boston Transcript says that Surf-side is noted for its shore-dinners, and it is evident that the one for the soldiers of the 45th regiment was no exception. Landlord Mowry, of the Springfield House, and all the attaches of his hotel, were assiduous in their attentions. The whole affair was an occasion long to be remembered by the participants.

Sept. 17, 881

PRIVATEER NEAR NANTUCKET.—Our citizens were somewhat startled last week on receiving intelligence that a privateer had been committing depredations near the South Shoal. The name of the schooner is the Jeff Davis, and she has made several captures with the particulars of which our readers are already aware. There are several armed vessels in pursuit of her. One of these was spoken on Tuesday at the south side of the island by Capt. Watson Burgess. The privateer Sumpter has also taken several prizes and carried them into Cuba.

July 24, 1861

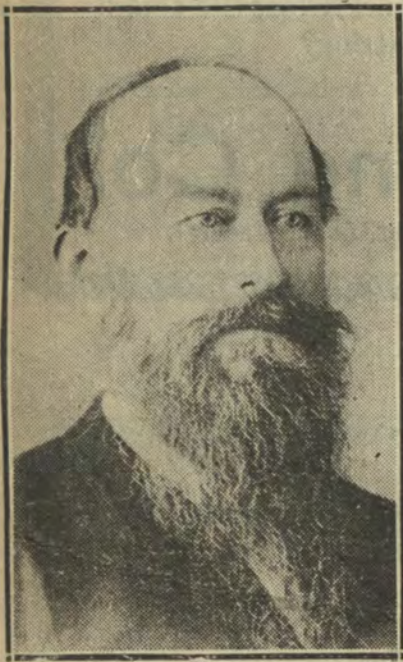
Naval Reminiscences.

Daniel C. Brayton was born at Nantucket, Feb. 17, 1829. When he was eight years of age he moved with his parents to New York. After finishing school he went with his father to learn the trade of sail making. In September, 1850, he was appointed to the U. S. navy. In 1850, November 27, he married Miss Anna Weeden, who was born December 26, 1830, in Gosport, suburb of Portsmouth, Va., thus joining the Blue and the Gray.

Daniel C. Brayton made his first voyage soon after he was appointed to the navy, in the ship "Preble," to China. He came home from China in 1856, and after that had charge of the sail loft in the Brooklyn yard.

During the first part of the Civil War he had charge of giving out of flags used in the war. The flags of the Civil War were all made by hand, as the sewing machines were not perfected so they could sew bunting without drawing it. The women all over Brooklyn sewed flags and did well at it. All the stars were sewed on by hand, felled on first one side of the field and then on the other.

In 1864, Daniel C. Brayton, was ordered to the "Brooklyn," under Admiral Farragut. In looking over the pictures and papers of my father I



The Late Daniel C. Brayton, U. S. N.

found the picture of the U. S. S. "Brooklyn," the vessel he was in at Mobile Bay in the attack on Fort Morgan, where Rear-Admiral Farragut was lashed in the main rigging near the top and was able to overlook not only the deck of the "Hartford," but the other vessels of the fleet. In the battle the "Brooklyn" took the lead up the bay, under Captain James Alden, although she was not the flagship. The "Brooklyn" and the "Richmond" were of the same construction.

It was the urgent request of the captains and the commanding officers that the "Brooklyn" take the lead up the bay, as she had four chase guns and also an ingenious arrangement for picking up torpedoes, and in their judgment the flagship ought not to be too much exposed.

The rebel ram "Tennessee" was the great object they were after and while the vessels were passing the fort the fire upon the "Brooklyn" and the "Hartford" was great. The ironclad "Tecumseh," Commander A. M. Craven, and "Chickasaw," had been ordered to take up their positions to

protect the wooden vessels between the fort and to attack the "Tennessee" as the fort was passed. The "Tecumseh," struck by a torpedo, disappeared almost instantaneously beneath the waves. It was rather singular that the "Tecumseh" fired the first shot and was the first vessel to be carried down, with her gallant commander and nearly all her crew.

The rebel ram "Tennessee" was captured. The resistance offered by inclined iron armor, never before used upon the sea, was then fully tested, and was a profit to naval construction.

After the taking of Fort Morgan Daniel Brayton came home badly wounded. In the battle he had charge of the magazine and a shell came aboard and exploded in the powder. Of six comrades in his crew every one was killed but himself. When he came up on deck he was covered with blood and powder, his eyes nearly blinded, and the officers did not know him. He was put in the hospital for several months, but came home all right, although his right hand was without veins. When he was well he returned to the South and helped to take Fort Fisher, in September, 1865.

The latter part of 1865 he was ordered to the equipment department at the Boston Navy Yard. At that time the warrant officers of the navy had their homes in the yard. After that he was ordered to the "Delaware" for a voyage to China.

At the conclusion of the voyage he was at the Brooklyn Navy Yard, and in 1870 was ordered to the "Richmond" in the Paraguay expedition.

They captured some of our American sailors and would not give them up when demanded by Uncle Sam. On this cruise he started writing. He wrote twenty volumes, covering three years' work, of odds and ends, a collection of interesting reading matter, culled from all sources, original and copied.

He was next ordered to the Mediterranean in the flagship "Lancaster." During this voyage he was ordered to Alexandria, Egypt, to look out for our country's interests at the Battle of Alexandria. After that voyage he was in charge of weights and scales at the Boston Navy Yard.

He was retired at 62 years of age, covering 41 years' service to our country, and thereafter passed a quiet life at his old home in Nantucket, where he first saw the light, and passed to the beyond at the age of 75 years, at Nantucket, where are sleeping all our ancestors from 1784 to the present time.—W. H. Brayton in Brooklyn Chat.



The U. S. S. Brooklyn.

OBITUARY.

Another of Nantucket's veteran soldiers has gone to join the grand army beyond. Mr. William B. Ray died at his home last Saturday, after but a brief illness. His early life was passed upon the sea. He enlisted in Company H., 45th Massachusetts Volunteer Militia for nine months' service, and was mustered out with his regiment at the end of that period, only to re-enlist in Company F., 2d Massachusetts Cavalry, in December, 1863, serving until the close of the war. At Fairfax Court House, during a skirmish, he was wounded through the lungs, and carried the bullet in his body at the time of his death. During his service in the army, he contributed to the columns of the *Weekly Mirror*, under the nom de plume of "Trent," several articles, which were read with great interest. His health since the war has enabled him to engage in only light employment. Mr. Ray has been ever foremost in all matters of interest to veteran soldiers and sailors, his zeal in maintaining public recognition of Memorial Day in Nantucket having been truly laudable. The poet, in the following lines, pays a just tribute to the deceased:

Funeral services were held Sunday afternoon, and a large delegation of veterans attended. Rev. J. C. Emery conducted the exercises, and his remarks were very impressive. Mr. Ray leaves a widow and two daughters, both married.

"A Soldier of the Union—Mustered Out."

IN MEMORY OF WILLIAM B. RAY.

He was a quiet citizen, whose life
Was modest, working what it could, to fill
The daily round of homely duties. Though
Obscure his path, oft times, still true as steel,
To all who sought the labor of his hands.
He served his country well, in her dark hour;
None bore aloft with purer pride, her Flag!
No braver soldier. Yielding at the last,
Resigned to his great Captain's call,—he laid
His armor down in Christian faith.
Write on the tablet where this hero lies:
"A soldier of the Union—mustered out."

ARTHUR ELWELL JENKS.

May 25, 1889

The Old Nantucket.

The old monitor Nantucket, which played an important part in the bombardment of Fort Sumter, and which is considered the best of these old war-time vessels, will be put in shape for service at once. She is now at Wilmington, N. C., and it is intended that she shall, in addition to having better protection for her sides and turrets, be fitted with new high-powered guns in place of the old 15-inch smooth-bores she now mounts.

Another Hero Gone.

The soldiers and sailors were out in strong force on Tuesday morning last, with muffled drums and other insignia of mourning, to pay the last sad honors to a worthy comrade, SAMUEL CHRISTIAN, Esq., Town Clerk, who died during Sunday night. His death was preceded by intense suffering, and was the direct result of wounds received in the service of his country, from which he has been suffering for eleven long years.

Mr. Christian was one of the noble young men who responded to the urgent calls for volunteers in the summer of 1862. He became a member of that historic regiment, the Twentieth Massachusetts, in which so many of our townsmen fought and bled, and served with honor through many sanguinary fights, until at the battle of Spotsylvania Court-House in 1864, he received a frightful wound and was left for dead on the field. He revived, seemingly by a miracle, and after more than a year spent in army hospitals, was sent home mutilated, shattered in constitution, and disabled for any active labors. He was for some time keeper of the lights at the Cliff Shore, which position he filled with his usual earnestness and fidelity, but the failing health of his wife compelled him to resign his place and reside in town. In February, 1874, he was elected to the office of Town Clerk, and this year was re-elected to the same position.

His wife, to whom he was tenderly devoted, passed away only a few months since, after a lingering illness of several years; and he has thus quickly been called to follow her. Though still a young man, his life has been a useful one, and full of noble effort. He was a man of strict integrity, and strong religious convictions; conscientious to a high degree, and always striving to do his best; brave, resolute, and strong to endure, yet modest and retiring in manner.

The services on Tuesday morning, conducted both at the house and at the grave by Rev. James E. Crawford, were especially impressive, as were also the military honors paid by the soldier comrades of the deceased. Mr. Crawford's eloquence was truly that which comes from the heart; for he had long known and loved him who had just passed away. He spoke forcibly and yet tenderly, as one speaking of a dear friend and brother, and was at times much overcome by his own feelings, while paying his warm but merited tribute to the virtues of the deceased. And it is but just to say that the feelings of all present were in sympathy with those of the pastor—feeling that we had laid away all that was mortal of a brave soldier, a sincere christian, and an honest man.

At a meeting of the soldiers and sailors, held on Tuesday a committee was chosen to draft a series of resolutions, who reported the following:

Resolutions to the Family and Friends.

Whereas,—It has pleased Divine Providence to close the earthly career, and terminate the sufferings of our friend and comrade in arms, Samuel Christian, we, Soldiers and Sailors of Nantucket, having met to render the last tribute of respect to our departed brother, offer these resolutions to the consideration of his fellow-citizens.

Resolved,—That in the death of Samuel Christian the community has lost a faithful and valuable citizen, a devoted patriot, and a sincere worker in the cause of Christianity.

Resolved,—That as the fatal wound received at Spotsylvania was the direct cause of our comrade's prolonged suffering and final death, he belongs to the noble army of heroes who laid down their lives for a united country, and as such will receive the honor of all who knew him.

Resolved,—That we tender our sincere sympathy to his relatives and friends in their affliction; also that a copy of these resolutions be presented to the family of our comrade, and one handed to the papers for publication.

GEORGE H. CARY,
B. F. PITMAN,
JOHN F. BROWN, } Committee.

July 24, 1875

The Nantucket Journal

Thursday Morning, March 29, 1894.

(For the Journal.)

A True Story.

Mr. Editor.—Thinking it might interest the numerous readers of your valuable paper, I will relate the following incident which happened in 1864 during my service as a Union scout in New Berne N. C. The facts which I here state can be fully vouched for by Col. Walter W. Poor who at that time was Chief Provost Marshal, of the department of North Carolina, with headquarters at New Berne, but now is an Attorney at 15 Bowling Green, N. Y.

On the afternoon of June 21st, 1864, I was sitting in the Provost Marshal's office talking with the Colonel when a well dressed, good looking young lady, (a white lady) entered the office and wanted to see the Provost.

The Colonel asked her what she wished. She said that she wanted to take the oath of allegiance. She said her name was Mary White, and she lived 4 miles beyond our outposts, with her father and mother. She wanted to take the oath that she might have the privilege of coming into our lines to buy provisions. The Colonel administered the oath, and then I thought I would interview her and learn a little of her history. I asked her if she had any brothers or relatives in the rebel army. She said "No" that she had no brothers. I asked her if the rebel soldiers ever called at her house. She said no. Their house stood alone in the woods, and no one ever called there. I asked her if any Union soldiers ever called there. She said there had never been a Yankee in their house, and that her father and mother had never seen a Yankee. I told her I would come out some dark evening and see her father and mother and also herself and then they could say that they had seen a live Yankee from Nantucket. She thanked me and said that she and her parents would be glad to see me at any time. After receiving a pass from the Provost she bade us good bye and left. She told me before she left how to get to her house. After she had gone, I told the Provost that the next evening, if it was very dark I was going to find that house.

The 67th North Carolina rebel infantry, Col. I. N. Whitford, had their headquarters at Swift Creek, twelve miles above New Berne. This regiment would go in squads of three or four reconnoitering through the woods, to capture any straggling Union soldier, they happened to see. Col. Whitford had a standing offer of \$500 to any of his men who would capture that Yankee spy Gardner, of New Berne and bring him to his quarters unhurt. The Provost tried to discourage me from going outside of the lines and through the woods to that house, unless I took a guard with me as Whitford's men would surely capture me. I told him that I cared nothing for Whitford's men, and that I was going to that house the next night alone and alone, and I would run the risk of being captured.

The next evening at half past eight dressed in a southern suit, and armed and equipped with a good revolver and a quart of apple jack brandy, I started for our outposts at Batchelor's Creek, The 132d N. Y. infantry, Col. Clason was doing garrison duty. I did not obtain the countersign, as I did not want it. Arriving at the outpost I saw

the sergeant of the guard, and told him that I was going outside of the lines, and I did not know, when I should return, and perhaps I might never return. But I told him that I did not have the countersign, and if I did come back, I would call for him, and the countersign between us would be "apple jack." All right he said, and bidding me, to take good care of myself, I left him, and started for the woods. I now began to realize that I was trading on forbidden ground and heading for the enemy. As good luck would have it, there was a southerner by the name of Robert Bangor, who lived three miles from our outpost, on the same road I was traveling, that looked near enough like me to be my twin brother, in every way, size, appearance and age, so every one in New Berne said. With my eyes and ears wide open and my hand on my revolver, I wandered on, until at last I found the house, just as the young lady had told me. It was a small, one story wooden building with one door and two windows, and the chimney built outside against the house.

I knocked at the door and the young lady with a dip candle in her hand opened it and invited me in. The old folks were surprised but glad that I came, as they said, that I was the first Yankee that was ever in their house. There was but one room in the house, partitioned off by a quilt hanging from the beam overhead. They were very sociable people, but not very well posted. I lit my pipe and the old gent and myself had a sociable smoke, while the old lady and the young lady enjoyed themselves chewing snuff with their snuff sticks. I must confess, I felt a little uneasy whilst sitting there, knowing that I was in an enemy's country, and fearing lest some of Whitford's men should come to the house and take me and thus get the \$500 reward. At half past eleven, I told them I thought I had better be going. They reckoned that as it was a very dark night, and the woods very thick and doubtless full of Whitford's men that I had better stay all night and go back in the morning. But I told them that I had rather go through the woods in the night than in the day time. So I bade them good night, and started for our outpost.

Lighting my pipe I started through the woods. My thoughts can be better imagined than described, I had got there all right, the next thing was to get back all right. I had much rather have been walking out to the Huxamock pond that night, than through those woods. But however I kept on my way nothing daunted, neither seeing or hearing anything, until I came to three cross roads in the woods, when, "Hal," came the command from three of Whitford's men, a Corporal and two privates, I thought surely that now my time had come, but my Nantucket wit accompanied by my bottle of apple jack came to my rescue. I halted, and asked them what they wanted. They reckoned I would have to go with them. I asked them where they were going, they said they were going back to camp. I told them that I had just come from their camp, that I had been to spend the evening with their Col. and was on my way home. Why, the Corporal says, we thought you were a Yankee. Why, says I, some of your boys are in my house every day, and my wife always gives them some hoe cake, and a drink

of apple jack, and now you arrest me for a Yankee, don't you know me. Why, one of them says it is Mr. Bangor. Well, says I, taking out my bottle that is quite a joke, here take a drink of some of my nice apple jack. They each took a big drink, and it soon began to tell on them. I then lit my pipe and told them that as it was getting late, I reckoned I would be going home. They bade me good night, and we separated. Well now I thought, I had got clear of them, now I started if I could not capture them, and bring them into our lines. After they had started, I sang out to them and asked them where they were going, why they said they were going to Swift's creek. Well says I, you are on the wrong road, take another drink of this bottle, and then you will be able to find the right road. They each took another drink, and then they could not see any road. I told them I would go part of the way with them, so to see that they did not go the wrong road, and get amongst the Yankees. They thanked me, and we started on the direct road for our outpost at Batchelor's Creek. We walked along for some time, talking, smoking and drinking, until suddenly we came upon our pickets who commanded us to halt. Who comes there, friends without the countersign I answered. Advance one and be recognized. So I told the Corporal, that I had seen them home, and I reckon I would not go into camp, so he bade me good night and advanced. That was the last of him. Advance one more, came the order. Bidding one of the privates good night, he advanced. Advance one more, again came the order, the other private advanced, and I was left alone. Advance one more, again was commanded and I advanced. The Sergt. of the guard was there, so I went up to him and gave him the countersign we had agreed upon, "Apple Jack." Give us some he said, so after taking a drink, he asked me where I had been, I told him that I had been prospecting out in the woods. Why, he says we have just taken in three rebels, Whitford's men. Why says I, they were my body guard, where are they. They are in the Colonel's tent, he says. I went into the Colonel's tent and there they were. Well boys I said, I told you, I would show you the way home, and I have. Well says the Corporal, that was a right smart Yankee trick, I reckon. I stayed with them that night and the next morning I took them to Newberne. They took the Oath of Allegiance, and remained with us until the close of the war.

In the winter of 1863 I captured two of Whitford's spies, on the trail between New Berne and Morehead City. Their names were Samuel Dill and Thomas Bell, two of his smartest men. When the Colonel heard of this, he was so enraged that he offered the reward of \$500 for my capture. In just one week from the day that Lee surrendered to Grant, the Colonel marched his regiment into New Berne and forming them into line, in the yard at the rear of Provost Marshal's office, he surrendered and they all took the oath of allegiance. That was the first time I had ever seen the Colonel, and he was a fine looking man, and a perfect gentleman. Wishing to become better acquainted with him, I approached him and said:

"Colonel, you have had \$500 reward offered for me for sometime; now I will surrender myself and claim the reward."

"Are you the Yankee spy, Gardner," he asked.

"Yes."

"Well, the war is over now," he said.

"Well," I said, "Colonel, what disposition did you propose to make of me, provided you had got me?"

He replied that he would have done nothing but kept me in confinement until the war was over so I could do no more trouble.

"Well, now, Colonel," I said, "what damage could a little man like me do?"

"You captured my spies," he replied.

"It was a game we were both playing at," I said.

"Well, it's settled now," he answered. "Let's bury the hatchet; shake hands and be friends." And we were after that.

ELISHA P. GARDNER,
1st Sergt., Co. B, 2nd Mass. Heavy Art.

The Nantucket Journal.

Thursday Morning, May 24, 1894.

(For the Journal.)

Reminiscences of the War.

Mr. Editor:—

With your permission I will relate to your numerous readers the particulars of my first capture and escape while acting as a Union Scout in North Carolina.

As I was slowly riding down Pollock's road, New Berne, on the morning of December, 13th, 1863, I was accosted by a man whose name was James Hopkins. He was a native Carolinian, and lived on the North side of Neuse river at a place called Wilkinson point about nine miles below the city. He had taken the oath of allegiance and was in the habit of coming to New Berne in his boat twice a week, and bringing turpentine and rosin which he would exchange for groceries and provisions for his family.

He told me, that Colonel Whitford's rebel spy, Samuel Dill, was stopping at a widow Wilkinson's, next house to his. He said probably he would stay there a day or two, and that if I came down to his house that night, he would tell me how to capture him. This widow Wilkinson was a rabid secessist, and this spy used to stop there on his way to and from our lines. He was in the habit of crossing the river in the night from the point to Morehead City, and going to his brother's house, "George Dill," who was a pretended Unionist, and from him obtain all the information concerning the movement of our troops. Then under the cover of night, he would recross the river, and stop at Mrs. Wilkinson's for a day or two, and then make his way back to Colonel Whitford's headquarters at Swift Creek, with the information which he had obtained.

I had made up my mind, that I would capture that spy if possible. When Mr. Hopkins told me that morning that he was at Mrs. Wilkinson's, I came to the conclusion, that now was my time to capture him. I told Hopkins that I would be at his house at ten o'clock that night. I then went to the Provost Marshal's office, and told Capt. J. J. Denny, who was then Chief Provost of North Carolina, of my intentions. He told me that I had better take a guard with me, as we had no control on that

over

side of the river. All the possession we had on that side was a small fort called Fort Anderson about a mile above New Berne. I told the Provost, that I had rather go alone, as I thought it would be safer for me, as I knew that the woods were full of Whitford's men.

I hired a colored man by the name of Joseph Fowle, to take me down the river that evening. At eight o'clock that evening a tired in civilian suit, we started from Pollock street wharf for Wilkinson's point, I gave my colored guide a dollar, and told him that he had better leave as soon as he could, as the rebs might get him. "Why," he says, "Massa, I don't like to leave you here alone. What you going to do if the rebs get you?" I told him I would look out for myself, and he must do the same, so bidding me good night he started back.

I then started for this Mr. Hopkins' house, which was located in the woods about half a mile from the landing. As a precaution I had taken with me, my faithful friend, a quart of Apple Jack Brandy, thinking it might render me valuable service in time of need.

Judge my disappointment, when on arriving at Mr. Hopkins', he told me that my bird had flown. He said, that he did not stop so long as he usually did, and that he left that forenoon. I was not only disappointed but mad with myself, to think that I was so near and yet so far. My thoughts now were about myself. There I was, alone and in an enemy's country. Should I be fortunate enough to reach Fort Anderson in safety?

I asked Mr. Hopkins how far it was to the fort. He reckoned it was right smart ten miles and a good road right through the woods. So lighting my pipe I bade him good night and started through the woods with my eyes and ears wide open. The night fortunately was very dark and everything was quiet. Not a sound to be heard save an occasional screech from a midnight owl. I had walked about three miles when I came to a house and barn. Not a light could be seen, nor a sound heard. I stopped softly up to the barn, and on opening the door, to my great joy there stood a horse. To think was to act in those days and at that time, so finding a bridle in the barn, I led the horse out and mounting him, I started for the fort some seven miles distant. Now thinks I to myself, if I don't meet any rebs I'm all right, if I do, I'm all wrong.

After riding about two miles. I was surprised by two of Whitford's men coming out of the woods and commanding me to halt and dismount. Discretion being the better part of valor, I immediately obeyed orders. Well they said, I reckon we will have to take you to camp with us. All right I said I am willing. We were then five miles from Fort Anderson and about sixteen miles from Swift Creek, so I thought that during the march, I could with the aid of my apple Jack devise some way of escape.

One of the men mounted my horse, and the other walked by my side. We had gone about three miles, when they reckoned they would rest. The one on the horse dismounted and fastening

the horse to a tree we sat down to rest. Taking my bottle out of my pocket, I said, boys have a drink of nice Apple Jack. They gladly accepted, each taking a large drink.

It is a natural propensity with the North Carolinians when they sleep to make a speciality of that business and to attend to nothing else. The Apple Jack commenced to tell on them, and I soon had the satisfaction of seeing my two companions stretched out on the ground sound asleep. It is strange, but I did not feel in the least bit sleepy. My eyes and ears were fastened open. Now I thought was my chance. I slowly and cautiously crept to the horse and unfastening him, mounted, and started on the double quick for Fort Anderson, leaving my captors fast asleep. And for all I know they may be there now.

I soon had the pleasure of hearing the welcome challenge from our outpost at the fort. After the usual ceremony of being recognized, I rode into the fort and reported to the Capt. commanding. I remained with him until morning and then putting my horse on the ferry boat, I crossed the river to New Berne. I immediately went to the Provost's office, and reported my adventure to Capt. Denny. He reprimanded me for going over the river alone, as it was too risky.

I kept the horse until the battle at Newport Barracks, when being chased by the rebs. I rode him to death, he dropping dead from under me. Capt. Denny is now in Boston, one of the officers of the Society for the Prevention of Cruelty to Animals.

ELISHA P. GARDNER.
Co. B, 2d Heavy Artillery.

GALA DAY At Nantucket!

VISIT OF 5TH REG'T.



Patriarchs Militant.

STREET PARADES, MILITARY DRILLS, &c.

Stores, Shops & Residences Gaily Decorated!

To-day is a gala day in Nantucket, and everybody, not only those to the manor born, but the stranger within our gates has turned out to witness and welcome the arrival of the Fifth Regiment Patriarchs Militant, who in accordance with the programme outlined in last week's issue arrived by the noon boat. This organization, composed of members from New Bedford, Fall River, Taunton, Brockton, and neighboring towns to the number of about 100, was accompanied by representatives from similar organizations from Boston and elsewhere, and resplendent in uniform and regalia, presented a handsome sight.

They were accompanied by HINNE New Bedford Band of 25 pieces. The day was all that could be desired and about 200 excursionists availed themselves of the special low fares to accompany the patriarchs on their visit.

The chevaliers were received at the steamer by Canton Nantucket and escorted to Odd Fellows Hall, via Broad, Federal, Main and Centre streets, where they deposited their surplus trappings and luggage, and from thence proceeded via Centre, Broad and North Water streets to the Springfield House where they will be entertained by Landlord Mowry during their stay.

After dinner they returned to Odd Fellows hall, resumed their uniforms and marched to the muster field just east of Point Breeze hotel and at the time of our going to press were forming for a street parade.

The programme as outlined for the remainder of the day is as follows:

Assemble at Odd Fellows hall at 5 p. m. and from thence march to the parade field, where the regimental line will be formed for review and inspection, with Canton New Bedford on the right; Grand Canton Nemasket, Canton Cohannet, Canton Beard and Canton Nantucket on the left.

In the evening there will be a band concert at the Rink, followed by the mustering in of officers at 8 p. m. Immediately thereafter will be an exhibition drill, and following that, a grand ball continuing until 3 A. M. Thursday, the full band furnishing music for the grand march and an orchestra of 8 pieces for the dancing.

The party will return home Thursday, probably by the noon boat.

There was an immense concourse of citizens assembled at Steamboat wharf to welcome the visitors by their presence and many places in town were handsomely decorated in honor of the occasion with flags and bunting while from beneath the folds of drapery peeped out the mystic symbols of the various orders of the I. O. O. F. Most of the decorations were furnished and put up by the Soule Decorating Co. of New Bedford, and were artistic and elaborate.

Among the decorations noted (and if any have been overlooked we crave pardon) are

Skating Riuk, North Beach street.
Springfield House, No. Water street.
Stable of Covil & Pease, Broad street.
Ocean House, " "
Residence T. C. Pitman, Centre St.
Store Mrs. M. A. Hussey, " "
Oriental Bazaar, " "
Odd Fellows Hall, " "
Store James H. Wood Jr., Orange St.
Store of H. R. Coleman, Main street.
Store Mrs. Chapman, " "
Store of N. A. Nojickian, " "
Store W. T. Devlan & Co. " "
Store of Nantucket Union " "
Store D. W. Burgess & Son " "
Store of F. J. Cro-by, " "
Store of E. H. Jernegan, " "
Store James Edgar & Co., " "
Store of C. A. Kenney, " "
Shop of A. C. Jones, " "
Shop of J. W. Brady, " "
Shop of H. Paddock & Co " "
Shop of R. M. Allen, " "
Shop of Tracy & Pitman, Water St.
Shop of A. J. Swain, " "
Shop of William Field, " "
Shop of Paddock & Holmes " "
Billiard hall of A. C. Cary, " "

A completed report will be given next week.

Aug. 27, 1896

45th M. V. M.

Fraternal Visit by Members Abroad to Comrades at Nantucket.

The warning by the weather bulletins that a severe storm was approaching the New England coast deterred many who had planned to be present from coming to Nantucket on Saturday last and participating in the enjoyment which marked every moment of the stay of the visiting comrades. As it was the weather was so inauspicious that the steamer did not put out from Woods Hole until Sunday morning arriving here about 9 o'clock. On the arrival of the steamer here the visitors were met at the pier by their old comrades of Co. H., and escorted to the Springfield House for refreshments, thence to the Methodist church on Centre street, where Union services were held, the pastors of the various denominations assisting. The sermon was preached by Rev. Mr. Ransom and was a most fitting treatise upon the duties of American citizenship.

At the close of service nearly all repaired to the Soldiers' and Sailors' Monument, which the visitors tastefully decorated with flowers. A brief but eloquent address of welcome to the comrades from abroad was made by Dr. Arthur E. Jenks. His remarks were also offered by Rev. James E. Crawford and comrade J. D. Whitcomb, of Boston, the latter closing by reading a touching poem entitled "Pledge to the Dead," written by William Winter and read at the banquet of the society of the Army of the Potomac at Albany, N. Y., June 18, 1881. The visitors were escorted back to their hotel and spent the remainder of the day according to their individual inclinations.

Monday forenoon, by invitation of the Nantucket members the entire company with invited guests took the 11 A. M. train for Surf-side to enjoy a clam-bake. As dinner was ready until 2 P. M. ample opportunity was afforded to ramble along the shore, or visit and inspect the life-saving station, though many gathered into little groups and whiled away the time by "spining yarns" and recounting camp and army experiences.

At length the welcome tap of the drum announced that dinner was ready and the veterans, followed by other invited guests, filed in and took seats at the tables. When all were seated Rev. James Ross invoked the Divine blessing after which Rev. Daniel Round invited all to "fall to" upon the dinner which injunction was obeyed with a zest. The bill of fare comprised several courses, including clam chowder, baked clams, clam fritters, baked bluefish, pies, cake and dessert.

When all had satisfied the cravings of the inner man the company was called to order to enjoy the feast of reason and flow of soul. Rev. Mr. Round as master of ceremonies first introduced Dr. Arthur E. Jenks, who gracefully delivered the following address, the sentiments of which called forth frequent applause.

Soldiers of the 45th Regiment, Massachusetts Volunteer Militia:

This breezy upland which overlooks the unfettered ocean, is destined to become historic. Here, on the 4th of July last, ever memorable day in our country's political calendar, the success of the Nantucket railroad was celebrated—a triumph of enterprise. Later, the Coffin Clan assembled here, and its members listened with thrilling pride to the commemorative oration of a worthy son of this famous family, Tristram Coffin, Esq., of Poughkeepsie, N. Y.; and to-day, a delegation of New England soldiery hail the valiant

remnant of their comrades-in-arms—a regimental reunion of noble, self-sacrificing men whose valor is the safeguard of every public enterprise, and of all free institutions. In this glad event, I find the theme of my brief address: The 45th Massachusetts Regiment—Defenders of our American liberties. In behalf of your Nantucket comrades, I welcome you to our sea-beat shore, the summer land of the old Commonwealth! I give you cordial greeting which is but another expression for Nantucket hospitality, whose kindness burns, like an altar-flame in English and Irish bosoms alike, as in our own, the wide world over; in the story of the wreck that went down in the white drift of yonder reef; in the rehearsal of scenes so familiar to the inmates of the neighboring Life Saving Station, and to the gallant crews of our Lightships; in the deeds of native prowess and true heroism which you, as soldiers, know so well how to contemplate and to admire!

I have called you defenders of our American liberties. "Greater love hath no man than this; that a man lay down his life for his friend." Civil and religious liberty is the friend of the Republican citizen. The shot upon Fort Sumter was an outrage upon the Flag of the United States. It was the firebrand of disunion hurled in the face of acknowledged nationality; but fearful as it was, you were among the loyal host, and helped to smother the lurid wave that rolled so steadily Northward! Ah, soldiers of the 45th regiment; in that suffocating blast of rebellion, your solid ranks were decimated; your brothers fell; but to their everlasting memory, and to yours, the shattered base of our splendid fabric of States, was cemented anew with your own life-blood! You leaped into the deadly path so lately trodden by your brave companions; and believe me, the crimson record of your patriotism will never grow dim until the sun drops from its orbit!

Never since the day when I witnessed the first public flag-raising in the city of Worcester, home of Ex-Governor Levi Lincoln, whom I knew personally; and whose visit to Nantucket and reception by her people, form one of the brightest chapters in her history; never since I listened to the long drum-beat at dress parade of recruiting regiments, and heard the sadly eloquent utterance along the line: "All present or accounted for;" so often inspired by the prophetic words of our great war governor, John Albion Andrew, who "never despised a man because he was ignorant, or because he was poor, or because he was black;" I may say that never since I saw one of the first State regiments march to the front, have I ever forgotten either the fate or the fortune of a Union soldier! It has been my privilege to hear the foremost orators and statesmen of our land; but the light that lingers in the eye of an army veteran, or that living plea of a man who once lost a leg or an arm in the war, or carries about with him, silently, marks of a wound in battle for his country; these are reminders which challenge my regard. Speech may be silver; but the silence of the modest soldier is golden. Did you not leave the peace of happy homes, exchanging freely, the prattle of your children, the wife's cradle song and fireside glee, for the din of war, and the maddening discords of battle? You, alone, survivors of the carnage, know its unwritten history!

When Mark Antony sought to move the hearts of the Roman citizens, he showed them the mantle of Caesar; bade them remember the summer evening when he first put it on; pointed to the rent the evocative Casca made; at sight of Caesar's wounded vesture the Romans wept. Hard indeed must be the heart of any one American citizen whose emotional nature will not respond as he looks upon his country's tattered flag! I am informed that your regiment still holds in careful possession, the identical battle-flag which waved over Co. H., in whose ranks the Nantucket boys were enrolled; that it fluttered aloft during the fierce engagements of Kinston, Whitehall and Goldsboro'.

Like Barbara, in old Frederick town,
Ye held your standard high in air;
And never that free flag came down,
But seemed a benediction there!

There is the sacred association ever to be cherished by you; its presentation to your regiment by Governor Andrew, in behalf of Boston ladies; of the hour when you unfurled it so proudly, and marched steadily into the enemy's country! To-day it is even more emblematic in its transfiguration and fiery baptism, than when it wooed the Northern breeze on the morning of your departure. Those were crucial days. You were no holiday soldiers on parade, but sworn protectors of your country's life!

I see before me determined men, memories of whom have ever held large place in the hearts of their island companions. I know that they thank you for your dis-

tinguished mark of respect, visible in this reunion celebration. If for any one thing else the 45th regiment will be remembered, it will be for its free-will offering of soldierly conduct and brotherly love manifested yesterday afternoon in your decoration of Nantucket's Soldiers' Monument. I thought the simple shaft looked more imposing than ever. I have but recently read a foreign tourist's description of a granite cross erected above the lone grave of Adelaide Neilson. He had stopped on his way through Brompton Cemetery, to "admire the rather spacious mound wall-enclosed in with granite, and planted with geranium, both white and scarlet, blue and yellow flowers, and heliotrope. There was indeed truth in the inscription on the wreath of yellow immortelles that had been hung from the centre of the cross—'Never forgotten.' Your act of floral commemoration reverently performed yesterday, is recorded forever in the hearts of many a mother and sister of our Island home; you came all the way from the capital of loyal Massachusetts and beyond, to do this honor to the patriotic services of Nantucket's heroes. In every soldier's home whose face wears a wrinkle made by the "great Salt Wind," you will be remembered. And the words, "Never forgotten," traced upon the cross which was lifted "in loving memory" of Miss Neilson, will crown the fragrant deed performed by you, within the shadow of the Soldiers' Monument.

You will recollect that the late Bayard Taylor wrote an exquisite minor chord in his "Song of the Camp:"—"The bravest are the tenderest, the loving are the daring!"

"Give us a song!" the soldiers cried,
The outer trenches guarding;
When the heated guns of the camps allied
Grew weary of bombarding."

Was not Co. H. the regimental orchestra of the 45th? This thought enhances the pleasure of this hour. Doubtless you had many happy experiences in common. There was a flavor to your camp-life; there were compensations for every weary march; and after years of separation with many of you, you now greet each other as old friends. But these are days of peace; for the sword you have exchanged the ploughshare; and, joyful through hope in the growth of a great country; active in the varied business avocations which you represent, you seize upon this glorious September time, to inhale our invigorating sea air; in a word, to throw off for a while, the harness-yoke of this work-a-day world, and to be boys once more.

I cannot speak to you as a soldier; but that I have an abiding sympathy for your heroic achievements, and your willing sacrifices, you can rest assured. The war is over. The bitter hate, the hostile feeling between the North and South, if they exist at all, must yield before long to that peace which is born of great civil revolutions. If we look a broad, we see the fruits of your struggle, terrible as it was; profitable husbandry; the comforts and immunities of unmolested firesides; the safety of State and National Government; the growth of internal improvements; support for the public school; above all, the untarnished faith that every loyal citizen reposes in the grand mission of all America's institutions—in her civil, religious and political champions, who are not the men to be hampered by any ring, or swerved from their purpose through fear of opposition in whatever shape; but men for our leaders, who like our noble but wounded President, James A. Garfield, legislate for us fearlessly; who will never forget what you have done to maintain the dignity of just laws; to help build upon the blackened ruins of rebellion, National Progress, and Universal Freedom! May we not pause here in our enjoyment, to place in the humane hand of our suffering soldier President, a memorial of our present thought of him, of his devoted wife and children, and aged mother? In the beautiful language of the Leavenworth, Kansas Times: "The Garfield legend, sure to cluster and grow around the story of his life, whether it ends now, or when he is old in years, and of longer honors will gather about him as his mother's son! Their relations will be remembered and told, and made the foundation of tale and story and picture when other events are the dry dust of forgotten politics. The son's kiss inauguration-day, the heart-broken cry of the mother over 'my baby!' when the strong man, high in place, was shot down; the solitary letter which the weak fingers of the President found strength to write in the weary weeks of illness—these are the things for which the man and the mother will be remembered. Linked to an emotion and a memory which comes home to the bosoms of men and women, the lasting remembrance of President Garfield will rest secure!"

I admire the design of the Massachusetts Charitable Mechaule Association, now holding its Fair in the city of Boston, to organize a department to be known as "The Military Museum." Its purpose is educational in a patriotic sense, in that it aims to represent by relics and military insignia, "the martial phase of our State; displaying on lay-figures actual uniforms and weapons" from the old colonial era, in direct line down through the Revolutionary days. There will be the sergeant of Poor's regiment of light infantry; the muster-roll of Capt. Perkins' Newbury company at Bunker Hill, with swords worn by Capt. Dodge of Ipswich Hamlets, and Peabody, of Boxford. (I regret that your brave colonel of the gallant 45th, who bears the historic name of Peabody, and others of your ranks are not with us here.) There will be on exhibition in the Museum, the famous Ticonderoga relics, and a ragged piece of one of the British flags surrendered at Yorktown! And is it not a cause of rejoicing, at this time, that your own personal bravery and courage in the Rebellion, will be shown, also, by a figure clothed, as your own 45th regiment were clad, in what you so well recall as "the Governor Ad-

drew great floats, with knapsack and canteen, in heavy marching order?" Glorious 45th regiment! True your service was but for nine months; but in all those awful spaces, you stood like heroes! Nine months' duty in war; the record of the eternal years for your reward! Success is not measured by the time occupied in achieving it; but rather by the importance of the work when accomplished. Sheridan's ride to Winchester was the breakneck speed of only a few hours. That he saved the day is the glory of horse and man; the lasting praise of Sheridan! You, also, served faithfully, your term of required service. Those longest in the field could not do more!

In the Grand Entrance Hall of the Permanent Centennial Building in Philadelphia, there were placed upon its historic walls bronze portraits of the most remarkable men of our entire country, famous in the departments of Art, Literature, Science and Invention. No portrait, it is said, was put upon the walls which did not emphatically represent national progress. Thus shall you be remembered in the annals of this nation, and in more imperishable entablature than bronze or marble—in the hearts of your countrymen! Soldiers, it is to your everlasting honor, that, during the impending gloom of the Rebellion, never, for one moment, did you lose faith in God, or in the inspiration of the Old Flag! Men of New England.

"With us your names shall live
Thro' long succeeding years;
Embalmed with all our hearts can give,
Our praises and our tears!"

Allen Coffin, Esq., was next introduced as one who, though not a soldier, had always fought for the rights of soldiers. Mr. Coffin compared the soldier with the civilian and thought that much more was due the former from society than the latter. He recalled numerous stirring incidents of the late war which awakened the enthusiasm of his hearers and his remarks were exceedingly well received, being frequently interrupted with applause.

Rev. Mr. Ransom was the next speaker and his remarks were well chosen and to the point. He closed by reading a fine poem written by a private soldier entitled "On Picket Duty."

Sergeant Barry, of Co. D., responded to the call for a speech by thanking the comrades of Co. H., and the citizens of Nantucket for their hospitality towards the visiting members. He also added a good word for all his old comrades-in-arms and testified to the efficiency of their officers.

Addresses by Rev. James E. Crawford, Levi Boyer, J. A. Savage, and Mr. William B. Ray followed, and after a few appropriate remarks from Rev. Mr. Round, who, as master of ceremonies, had presided most happily and acceptably, the exercises were terminated by the entire company singing "America."

The following letter from one of their number unable to be present was read by the chairman and could not fail to touch a sympathetic chord in every heart:

over

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NANTUCKET, 9th mo 12, 1881.

Dear Friends and Comrades.

Words are idle to express to you my feelings of regret at being compelled to absent myself from your pleasant social gathering today. The spirit is willing,—indeed only too willing; but every soldier will recognize the force of the veteran Matthew Bagnel's words, "Discipline must be maintained." Physical infirmities are the sternest disciplinarians and their orders can neither be evaded nor openly disobeyed. Since the old regiment broke ranks for the last time, it has been my lot to meet and endure, the greatest perhaps of all physical privations. The light of day has faded into deep gloom, and I find myself doomed to life-long blindness. I hope to meet you all,—the more informally the better,—during your stay, to hear your voices, to feel the warm grasp of honest hands, but it is not permitted me ever to look upon your once familiar faces again. While thus fighting the battle of life in the dark, you will believe my assurance that my heart is with you all to-day, and that it beats as stoutly as ever with love for our common country, and with esteem and affection for my old comrades in arms. As I am represented today by these lines written literally in darkness, you can hardly set me down as one who is "missing at roll-call."

If not "present," you will give me the credit of being satisfactorily "accounted for." With pleasant recollections of our companionship and hearty wishes for your future prosperity and happiness, as well as your full enjoyment of the present occasion, I am,

Yours in obscurity.

WILLIAM H. MACY,

Ex-Corporal of Company H.

Miss L. S. Baker also tendered the following written excuse for not being present:

NANTUCKET 6th mo., 12, 1881.

Mr. Simeon L. Lewis:—Dear Sir,—I would have very much enjoyed accepting your kind invitation for to-day and hoped to be present among the noble men and women who gave and who were given for our country's sake. I know full well that it cost those who were wives, or mothers, or sisters, as well as those who took their lives in their hands, a terrible sacrifice in the past time of our struggle. It would have given me great pleasure to see you and your comrades with their wives and friends, but I have a funeral to attend, so please present to them my very best wishes and the prayerful gratitude of

Yours Sincerely,

LOUISE S. BAKER.

About the depot appeared the following mottoes, suggestive of camp life:

Chaplain,

Mail not in—Don't Swear.

Suttler.

No Trust over \$13 a Month.

Baud.

Give us that Old Tune.

Commissary.

Fresh Fish To-morrow.

Guard House.

'Tis Easier than Drill.

Surgeon.

Take Quinine To-night.

Camp

Theodore Parkman.

The camp was in honor of their color sergeant of that name who was killed at Whitehall, N. C.

Upon their return to town the visiting members, in retaliation for the hospitality shown them invited their Nantucket comrades and friends to a supper at the Springfield House. To say that this was served in Landlord Mowry's best style is to guarantee that it was a feast fit for royalty, and when all had partaken to satiety, the tongues of one and all were loosened and wit and repartee ran round the festive board. In response to special calls there were brief speeches by J. D. Whitcomb, Esq., of the *Boston Transcript*, Sergeant Barry, of Boston, Comrade Oliver Cushman of Abington, Dr. Arthur E. Jenks, Mr. Arthur H. Gardner and Comrade W. B. Ray, of Nantucket, while the singing of old camp songs, interspersed with occasional dry jokes and anecdotes let fall by Comrade J. W. Rand, kept the company in excellent spirits.

As the visiting comrades were to leave on the boat at 6 o'clock the following morning the company broke up at an early hour and friends who had met perhaps for the first time since they were mustered out of the service reluctantly bade each other adieu.

It was suggested at the supper, and the idea wherever broached has met with evident favor, that the regiment hold their annual reunion on Nantucket another season. We trust that those interested will agitate the matter, and that those who have been among us will assure their comrades at home what a hearty welcome awaits them should they decide to come among us.

The 45th Mass. regiment came out of the war with an honorable record. After spending seven weeks in camp at Readville, Mass., they embarked on board the transport Mississippi for Newbern, N. C., Nov. 5, 1862, and after various vicissitudes reached Newbern on the 14th. One month later the battle of Kinston was fought and the regiment behaved itself in a manner to win the warmest praise from veteran troops. In this battle two or three more Nantucket men were killed. On the 16th the regiment participated in the fight at Whitehall and was constantly under heavy fire. Subsequently the regiment was ordered to Newbern for provost duty. They participated in numerous skirmishes and underwent all the hardships incidental to campaign life.

Fifty-four of the members of Co. H. were from Nantucket. Of this number one was killed by the cars and one came home, leaving 52 to enter active service. But 18 of this number are now left on the island. Several were killed in the service or died in hospitals and the balance have since died or moved away from the island. In the recent gathering there were represented companies A., D., E., H. and K.

We are particularly requested by the visiting comrades to express their hearty thanks to the citizens of Nantucket in general, for the kindness and courtesies shown them, and to the ladies especially who contributed the flowers for decorating the Monument on Sunday.

Sept. 15, 1881

Woman's Relief Corps.

The some-time-contemplated project of inaugurating a Woman's Relief Corps in Nantucket, as auxiliary to the local G. A. R. Post, culminated in a meeting Wednesday evening of last week, at G. A. R. headquarters, of Thomas M. Gardner Post 207, their wives and lady friends, when the subject was fully and freely discussed and the formation of such association was decided upon.

Post Commander Obed G. Smith introduced Mrs. Waterman of Boston, the department president in Massachusetts, who gracefully presented the benefits of a relief corps as a help to each army post, and gave a few statistics to illustrate the financial showing of these associations. Mrs. Wilcox, of Milford, Mass., installing officer of the department, gave a brief address of interest and encouragement and was followed by Mrs. Vincent, of Cottage City, who paid a merited tribute to the patriotic work of Mrs. Waterman. The three addresses were womanly acknowledgments of the veterans' services and sacrifices. Brief remarks were made by Comrades Murphey, Harris and Wood.

On Thursday afternoon Woman's Relief Corps No. 86, was organized. Members were initiated, officers elected, badges assigned and passwords given. The public installation of the officers occurred in Athenaeum Hall in the evening, when a large audience gathered to witness the impressive ceremony. At the tap of the drum the veterans in uniform filed in, and took places on the platform. Exercises opened with a prayer by the chaplain, Mrs. Vincent, all present standing. Adjutant F. B. Murphey then announced the names of the officers elect, as follows:

President—Mrs. Caroline Smith.
Senior Vice—Mrs. Lizzie N. Wood.
Junior Vice—Mrs. Etta Wood.
Secretary—Miss Stella Wing.
Treasurer—Mrs. Grace Manter.
Chaplain—Mrs. Susan B. Pompey.
Conductor—Miss Ella Mitchell.
Assistant Conductor—Miss Gertrude H. Smith.
Guard—Miss Ida Andrews.
Assistant Guard—Miss Sadie Johnson.

These officials were all duly installed by Mrs. Wilcox, who invested them with their badges. After the installation, Mrs. Waterman made a brief address of congratulation to the organization, to be hereafter known as Thomas M. Gardner Relief Corps, No. 86. Prof. L. H. Johnson enlivened the occasion with piano accompaniments for campaign songs, which were rendered with fervor by the comrades, the audience likewise joining in the singing. Comrade Elisha P. F. Gardner made a stirring speech, and Comrade Patrick H. Roberts sang "The Irish Volunteer," which was heartily applauded. Dr. Arthur E. Jenks and Mr. Arthur H. Gardner were called upon and responded with brief remarks.

The ceremony was impressive throughout. The visiting officers were Mrs. Emilie L. W. Waterman, of Boston, department president of the State, Mrs. Ann M. Wilcox of Milford, Mass., instituting and installing officer, and Mrs. Minnie E. Vincent, past president of Henry Clay Wade Corps, No. 134, Cottage City, department aid on the president's staff.

The new corps was organized with 51 charter members and a large number of applications for membership have since been received. It thus appears to have started most auspiciously and it will doubtless prove a valuable aid to the G. A. R. post of which it is an auxiliary.

Apr. 8, 1897

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Report on the Monument.

The call for a meeting of the contributors to the Soldiers' and Sailors' Monument fund as advertised in our columns, hardly brought a corporal's guard together. Some half dozen gentlemen assembled in the west room of the Athenaeum on Wednesday evening, and the meeting was organized by the choice of Joseph S. Barney as Chairman, and Andrew Whitney, Secretary. The Treasurer of the fund, Hon. Joseph Mitchell, presented his account, which is here given, and it was accepted. It shows the entire expense of the structure to be a little more than \$3200; the bills having been all paid, and a balance of about forty dollars remaining in hand.

Dr. Soldiers' and Sailors' Monument Fund in Account with Joseph Mitchell, Treasurer.

1868.		
Oct. 15.	Cash paid for stamps,	\$1.40
	" " stamped envelopes,	3.33
1873.	" " distributing circulars,	2.00
May 6.	" " M. P. Swain's bill,	1.94
1874.		
Oct. 31.	Cash paid M. Ring for stone,	24.00
	" " Carting,	1.00
Nov. 14.	" " J. M. Bovey, expenses to Quincy,	19.14
	" " H. C. Pinkham, freight,	50.00
	" " Churchill & Hitchcock, for Monument,	231.71
	" " C. H. Robinson, cost of carting and erection,	300.00
1875.	" " C. H. Robinson, fence,	350.00
Feb. 22.	" " C. H. Robinson, grading,	125.00
Apr. 19.	" " C. H. Robinson, grading,	3.00
May 3.	" " Athenaeum and advertising,	40.33
	Balance,	\$3252.85
	Cr.	
	By amt of subscription per schedule,	2272.66
	" interest rec'd from Savings Bank,	530.19
	" amt of Town's appropriation,	450.00
		\$3252.85

It was voted that the Building Committee should formally deliver up the Monument to the Selectmen, together with the small balance of money in hand, with a suggestion that the same, with some addition if necessary, might be expended in grading and paving in the immediate vicinity of the monument. The matter of dedicatory ceremonies was talked over informally, but no action was taken, and from the little interest in the subject, as indicated by the very small attendance at the meeting, it is probable that no dedication will take place.

The Committee have well discharged their duty, and the Monument, as it now stands, is a credit to them as well as to the town, considering the means at their disposal. In appearance, it will compare favorably with many other monuments of much higher cost.

1875
THE MONUMENT.—A town meeting convened on Wednesday morning at the Town Hall, but was thinly attended. Capt. Joseph Mitchell, 2d, was chosen Moderator. The business, as announced in the warrant, was to see if the town would authorize the County Commissioners to set off or appropriate a piece of land for the location of the Soldiers' and Sailors' Monument. After a little discussion they were authorized to do so; no great interest being manifested, from which we infer that the people are quite willing to trust the matter in the hands of those officers, to act in consultation with the Monument Committee.

The monument, in several pieces, arrived here on Wednesday, in the schooner W. O. Nettleton from Boston. The work of laying the foundation and erecting it will proceed as soon as the site is determined. From what we can learn thus far, it will probably occupy a place near where the old Town House stood, at the junction of Main, Milk and Gardner streets.

Memorial Day—1944.

Their voices now are silent;
Once they spoke, quietly telling tales—
Tales of youth; then they were older,
The Post was organized; suddenly
They were old, their steps were slower,
Gaps appeared in the blue-clad ranks
Once forming along the shady stretch
Of Federal street, awaiting the parade,
The old Memorial Day parade.

There were Alfred Ray, still erect,
George Backus, Peter Hoy and
Billy Barrett; Ned Bennett, Ben Coffin,
'Si Murphey and brother Franklin;
Charlie Hyde, G. Howard Winslow,
Sampson Pompey, with his whistle,
Charlie Crocker John R. Raymond,
James Barrett and the lone survivor—
James H. Wood, the last commander;
All proud to wear the old uniform;
Living in the spirit of the old ideal.

What of these boys of '61?
Who shall speak for them?
Who shall tell of Worth swimming
The Potomac amid a hail of hot shot;
Of Kelly at Gaines Mill and young
Summerhayes capturing a General at
Fair Oaks and sending his pistols
Home for exhibition in father's shop?
Who shall tell of Alley and Swain,
Falling as they led the charge up
Marye's Heights; of Ben Pease,
Meeting the "high tide" at Gettysburg,
The bullet piercing the upflung wrist
Bearing the sword which led his men;
Of Backus and the night charge of
Mosby's raiders? Of Barnard in the
Wilderness campaign? Of one-armed
General Macy and his long fight?

What of the boys of '61?
Who shall keep their story?
Why, men who volunteered in '98
And battled Spaniards and malaria—
All for the same ideal.
Who shall guard their memories?
Why, the doughboys of '17,
Who made the first crossing,
Landed a million strong in France;
Fought the German, night and day,
Through Belleau Woods, the Argonne,
St. Mihiel, and marched into Metz,
And returned home, weary but proud,
Believing in the same ideal.

What of the boys of '61?
Who shall preserve that heritage?
Why, the boys of World War II; those
Lads who met the Jap in the Solomons,
And drove him from New Guinea:
Who fly the skies through flak, or
Navigate the submarine in unknown
Depths, or stand at stations aboard
The ships of Halsey and Nimitz;
Boys who landed in North Africa,
Stormed Sicily and Salerno, or went
Ashore at Anzio—or fought in the
Muddy mountains at Cassino's line.
Boys who sweep like hawks out of
England to strafe and bomb;
Boys who will land on Europe's coast,
To conquer the gigantic Fortress;
Or push the Jap from jungles, islands,
Seas and sands in the distant Pacific.

They must rest well, those boys of '61,
The flag still flies—
The long-awaited tide has changed,
The tide of victory—but the fighting
Will go on; there will be muffled drum
And taps will sound, history repeats;
Yet, high above the smoke of battle,
Glows the same ideal—the old ideal—
Shining like a halo above the men,
Living and dead, who fought for it.

Voices have been stilled—
But ideals never die.

—E. A. S.

Inquirer and Mirror.

NANTUCKET.

SATURDAY, MAY 2, 1874.

S. M. PETTENGILL & CO., No. 37 Park Row, New York, and 10 State Street, Boston; GEO. P. ROWELL & CO., 41 Park Row; BATES & LOCKE, 34 Park Row, New York; S. R. NILES, 6 Tremont Street, and T. C. Evans, 106 Washington Street, Boston, are agents for the INQUIRER AND MIRROR, in those cities, and are authorized to take Advertisements and Subscriptions for us at our Lowest Rates.

The Monument.

Justice to the dead is not speedy in its operation; but it is none the less sure, sooner or later, to be done. And as the work performed by the martyrs of the Rebellion is a part of the nation's history, so also will be the acknowledgment of the debt due to them by their compatriots. Many years may intervene before payment, but, as a matter of equity and honor, such debts can never be cancelled by mere limitation. We have immortalized the men of Bunker Hill before we took up the case of doughty Miles Standish; and our sense of justice will yet reach back to Christopher Columbus. As we have remarked in a former article, "Presentations" to the living must be got up by steam; but, in awarding posthumous honors, there must be no unseemly haste. Posterity must have ample time to think the matter over."

We have always believed in the erection of the Soldiers' and Sailors' Monument here; and have, from time to time, expressed our faith that, at some time or other, the work would be completed; if not in our own day, then by our children or grandchildren. Now, the prospect is good that we ourselves may live to see it finished; for the Committee assure us that they already have the shaft in the workmen's hands, and that next August will see it pointing toward the sky from some conspicuous position in the town.

We publish below the names of those who lost their lives in the service of the Union during the war, including the victims of sickness as well as of the sword or bullet. The list was carefully prepared, several years since, by Rev. S. D. Hosmer, now of Natick, Mass., but then a citizen of our town, whose zeal and interest in the cause of the Union soldier,—and indeed in every other good work,—will not soon be forgotten by our people. Mr. Hosmer took great pains in collecting information from various sources, and it is believed that he has made this list very nearly complete and accurate. If there are any names to be added, or any corrections to be made, we trust that those having the data needed for that purpose, will report them at once, either to us, or to the Monument Committee, that the list of names may be perfected before the chisel is set at work to cut them deep into the enduring granite. It is proposed to cut the simple names of the soldiers and sailors, arranging them as nearly as possible in the order of the dates of their respective deaths; but without any titles of rank or position, or any statement of the circumstances, as such will at once be recognized as impracticable. But if all friends of the lost heroes do their duty in reporting, there will be no name omitted, and none mis-stated. Let all who are interested, (and who is not?) examine this list carefully, before it is put into the hands of the workmen, who are even now waiting for it.

George G. Worth,	1861.	Albert D. Stackpole.
Charles D. Barnard,	1862.	George E. Snow,
Frederick Hoeg, Jr.,		Charles A. Morris,
Jared M. Hunter,		William H. Wilcomb,
Alexander Barker,		John B. Coffin,
Charles F. Green,		Edward F. Alexander,
Alexander P. Moore,		Edward H. Daggett,
William K. Swain,		Leander F. Alley,
William H. Winslow,		Clinton Swain,
William H. Swain,		George K. Robinson.
Charles F. Ellis,	1863.	Henry Jones,
Charles O. Holmes,		Henry G. Raymond,
George W. Chadwick,		Charles G. Folger,
Joseph B. Morey,		Henry C. Russell,
James Folger,		Ferdinand W. Defriez,
Charles S. Russell,		Clinton Swain,
Frederick W. Andrews,		Allen Bacon.
Caleb L. Depung,	1864.	William R. Beard,
Howard Vincent,		George N. Bennett,
Charles Raymond,		John F. Barnard,
George P. Chase,		George G. Coffin,
Edward P. Hamblen,		Benjamin Smith,
Francis J. Rogers,		Augustus D. Briggs,
Ebenezer B. Gould,		Charles G. Arthur,
Ferdinand Alley,		John H. Alley,
Alvin C. Coffin,		Edward W. Randall,
Charles H. Backus,		Arthur M. Rivers,
David Morrow,		Robert B. Hussey.
Samuel C. Crocker,	1865.	Seth C. Chase,
William H. Gruber,		George W. Snow,
Francis I. Briggs,		Shubael M. Winslow, Jr.,
George Spencer,		Peleg W. Morgan,
Benjamin F. Ray,		George H. Coffin.
William H. Kelley,		

Program for Memorial Day Recalls First Held Here

On Tuesday Nantucket will join with the nation in observance of Memorial Day, a day that was designated by the General Orders of General John A. Logan, Commander of the Grand Army of the Republic, issued on May 30, 1868, as a day on which all GAR Posts would assemble their members for the purpose of inaugurating a custom which "will preserve and strengthen those kind and fraternal feelings which have bound together the soldiers, sailors, and marines who united to suppress the late rebellion."

Since then the purpose of holding Memorial Day exercises has increased to include the veterans who have died in all wars. The first Memorial Day exercises to be held in Nantucket took place on the afternoon of May 30, 1868, when the veterans of the Civil War and townspeople gathered in the Methodist Church for special ceremonies. The late Arthur E. Jenks was the speaker for the occasion.

Less than a month after the inauguration of Memorial Day, June 29, 1868, a public meeting was held in Atlantic Hall for the purpose of discussing the erection of a suitable memorial to the Civil War dead. The result of this meeting was an agreement that funds would be solicited for the erection of a monument.

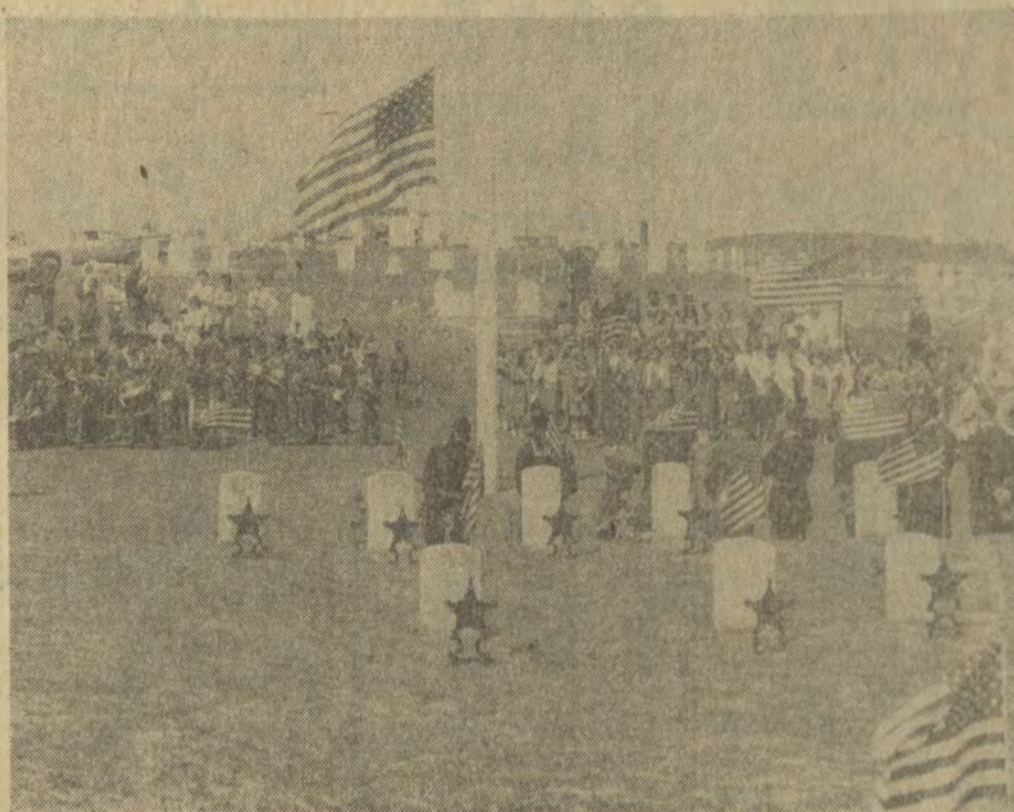
The fund campaign was conducted for a period of six years during which time subscriptions to the fund were collected amounting to \$2,272.66. The town made an appropriation of \$450 to the fund and interest on the fund brought the total amount collected and appropriated to \$3,252.85.

In 1874, the Hon. Joseph Mitchell, fund treasurer, closed the account and ordered the monument from the firm of Churchill & Hitchcock, in Boston. On August 26, 1874, at a special town meeting, the town authorized the county commissioners to set off a piece of land for the location of the monument. On this same day the schooner "W. O. Nettleton," in command of Capt. Henry Pinkham, brought the monument from Boston.



The "Civil War Monument" has been the scene of Memorial Day Exercises since 1868. (See story in adjoining column about dedication.)

Paraders Honor Unknown Soldier



BAND AND OTHER marching units line up at flagpole in Prospect Hill Cemetery as tribute

is paid Civil War veterans, as well as veterans of other wars, during Memorial Day ceremonies.

—Standard-Times Staff Photo



SCHOOL CHILDREN kneel and place their bouquets of flowers at the grave of the Unknown

Soldier in Prospect Hill Cemetery as their part in the Memorial Day ceremonies at Nantucket.

DEDICATION

—OF OUR—

Soldiers' Monument!

To the Selectmen of Nantucket:—

It is fitting that the very tasteful Monument erected to the memory of our fallen soldiers be properly dedicated. Nantucket furnished more than her quota of men for the war, thereby earning the name of "the Banner Town of the Commonwealth." A day ought to be set apart that shall be observed by her grateful citizens in honoring her patriots who live, as well as the heroes who have passed on. Let us do this by a public oration and kindred ceremonies. Thus we shall remember our dead, while we accord, as we ought, our gratitude to their surviving comrades in arms. To this end there will be a public meeting—free to all men and women interested—in

ATHENEUM HALL,

ON MONDAY EVENING NEXT, MAY 17,

at 7 1/2 o'clock, to organize a Committee of Arrangements for the dedication of the Soldiers' Monument recently finished, and awaiting now this last important ceremonial to clothe it with that becoming dignity which Massachusetts never fails to bestow upon her sacred memorials.

Respectfully,
ARTHUR E. JENKS,
WENDELL MACY,
BENJAMIN G. TOBEY,
JOHN W. MACY,

} Committee.

Approved by the Selectmen, May 12th, 1875.
STEPHEN BAILEY, Chairman.
Nantucket, May 12th, 1875.

SPECIAL NOTICES.

MEMORIAL DAY!

Ceremonies at the Dedication

OF THE

SOLDIERS' MONUMENT

MUSIC:

"Keller's American Hymn."

PRAYER.

READING OF SCRIPTURE LESSONS.

Strewing of flowers around the base of the Monument by the Soldiers' Children.

Introduction of the Orator, Rev. N. A. Haskell.
THE ORATION.

Closing Hymn—"America."

BENEDICTION.

There will be a procession formed on the lower Square, embracing the surviving veterans, the Selectmen, the Odd Fellows, and all the children.

Procession will form at 9 o'clock, A. M.
Dedicatory exercises will commence at 10 o'clock, sharp.

Grand Social Entertainment

—AT—

ATHENEUM HALL,

ON MONDAY EVENING, MAY 31st,

—BY—

Mr. AUGUSTUS E. FOLGER,

Assisted by the Nantucket Quadrille Band, W. B. Stevens, leader.

Admission, 15 Cents.

Perfect order will be maintained.

m29

MEMORIAL DAY!

Ceremonies at the Dedication

SOLDIERS' MONUMENT

[REPORTED FOR THE INQUIRER AND MIRROR.]

At the second Alumni gathering, the first words toward the erection of a monument, to hallow the memory of our fallen heroes, were spoken by Rev. Ferdinand C. Ewer, of New York, who was zealous in bringing it about, and gave a lecture, the proceeds of which were given towards a fund. From this time the sum was gradually swelled by contributions from citizens and others interested in our welfare, until sufficient had been donated, when plans were received, and one selected (and a good selection we call it). The work progressed; and in October last the task of erecting was finished. Cold weather following so soon, nothing could be done toward beautifying its surroundings, and it was left until spring.—That this latter work has been done to the satisfaction of all, we feel most sure; and it now stands, a lasting tribute to those who gave their lives for their country's sake, and whose names it now bears engraved upon its sides. But the monument needed dedicating; and it was not done. Many remarks were made *pro* and *con*, but no movement in the right direction. It was destined to stand until to-day (the most appropriate of all days) before it should receive such attention. As Decoration Day drew near, and the veteran soldiers were making preparations to remember their "brothers gone before," the idea was conceived by several of our young men of having dedicatory exercises for our monumental shaft, and by dint of hard work, but with encouragement on all sides, and ready helping hands, they have brought it about, successfully. We feel that they are deserving the thanks of our whole community for their zeal and energy in the matter. It seemingly should have been carried through by some of our older citizens, but either from their non-patriotic feelings, or want of interest, they failed to do so, and our younger fellow-townsmen took upon themselves the task, and have carried it through most satisfactorily. Do we feel proud of this monumental pile? Do we feel proud of our young men who have been instrumental in bringing this about? We do. That is, we are certainly convinced of the fact, by the crowd which assembled to-day to witness the ceremonies, and from whom not a word of disapproval did we hear. All seemed unanimous in proclaiming their hearty concurrence in the proceedings.

Never before have the citizens of Nantucket been called, as they were to-day, to dedicate a soldiers' monument, and we trust we may never again be engaged in civil strife—the direct cause of such piles being erected, and such ceremonies following;—and that our community may in the future be as peaceful and harmonious as has been the case for years bygone.

To the veterans who were near, many of whom had lost a limb in their country's defence, the services must have been peculiarly impressive. They were the comrades-in-arms of those who fell, and realize the horrors of war. They do not forget their comrades. Annually they offer their flowery tribute to them. But to-day they had a double duty to perform—decoration and dedication. That it is a day that will ever be remembered by them is a certainty. May they long be spared to perform their beautiful annual labor. This morning dawned clear and warm, and people were

early astir, in anticipation of the ceremonies to take place. The monument received its finishing touches at an early hour, and all was hurry to get ready for the day's programme. That it was successfully carried out, our full account below will show.

A few moments past nine the children left the vestry of the Unitarian Church, each with a bouquet, and assembled in and about the store of Mr. A. J. Cook, on Main street, where they were joined by the Odd Fellows and Soldiers at 9 1/2 o'clock. The work of forming

THE PROCESSION

then commenced under the direction of Chief Marshal George W. Macy, which took some little time, but which was at last completed, and moved in the following order:

POLICE.

Under charge of Capt. William M. Eldridge.

MUSIC.

ODD FELLOWS.

Under charge of Chief Marshal Macy.

SOLDIERS' CHILDREN.

Under charge of Deputy Marshals.

SOLDIERS.

SELECTMEN.

The procession moved slowly up Main street to the monument, where a large portion of our people were assembled, the neighboring houses being filled with those anxious to see and hear all that occurred. The Odd Fellows formed on either side, and the remainder of the procession, headed by a drum corps, took their places in the following order: The children stood in a circle about the structure, the veterans forming a larger circle on the outside of them; the Selectmen took seats on the platform which had been raised, together with singers, speakers, &c. The crowd about was dense, and teams were excluded from the immediate vicinity.

THE MONUMENT.

On this no little pains had been spared, and it presented a very neat and tasty appearance, reflecting great credit upon Mr. Wendell Macy, who had the charge of the decorations, and who throughout manifested great interest in the matter and was untiring in his endeavors to bring about the successful result which was reached.

The shaft was surmounted with a handsome wreath of flowers and evergreen, and a lot of the latter was entwined about it to just above the tablets below, when there was a wreath at the front and rear. That at the front was contributed by Miss Martha F. Alley, of Lynn, composed of everlasting flowers and moss, and was remarked by all present. The lady lost her brother (Mr. Ferdinand Alley) during the war, and sent this beautiful piece of work as her contribution of flowers for the decoration. That at the rear was of yellow everlasting flowers, twined about with smilax, and had in its centre the initials "S. M. W., Jr.," Shubael M. Winslow, Jr. About the tablets were frames of evergreens and flowers, which were neatly fitted. At the base was spread in a tasty manner an American ensign. The railing was also decorated with green, and six of the posts were surmounted by wreaths of beautiful flowers; the remaining two were adorned with shields, made of violet myrtle flowers, red parish japonicas and white narcissus. 'Twas indeed beautiful.

THE CEREMONIES

commenced at precisely 10 o'clock with the singing of Keller's American hymn, by a choir of thirty, with drums rolling in the chorus, which held the spectators spell-bound as it broke forth on the air. That Mr. Tobey had exercised all his talent in making this one of the most imposing of the ceremonies, we need not state, for our people are well aware of the fact.

The president now made a few remarks, in which he said:—

Fellow-citizens, Soldiers and Friends:—In a time like the present, so sacred to the memory of the "noble army of martyrs," let us reverently invoke God's continued favor by uniting with Rev. C. K. Jones, in prayer.

Mr. Jones followed with a beautiful and touching prayer, which brought tears to the eyes of those who had lost father, brother, or loved one during the late war.

Rev. R. D. Fish here followed with a reading of scripture.

The president then said:—

The strewing of flowers, the part assigned to the soldiers' children, will now be performed by them.

THE STREWING OF FLOWERS

by the children then took place, and was a most imposing ceremony. The children stepped to the monument's base and dropped their floral offerings on the sward. It was a beautiful and pretty ceremony. The soldiers' children paying tribute to the memory of their fathers' former comrades, who fell at their parents' sides, and whose tomb, as it were, their fathers assembled to-day to dedicate. What could have been more beautiful? It was a small matter in itself and took but a moment's time; but it is a matter that is likely to impress upon the minds of those little ones a lasting remembrance of the dangers their fathers encountered, and in which many of their comrades lost their lives.

Dr. Jenks then said:

Fellow-citizens:—I am glad to live in a day like this. I rejoice that I can look upon Nantucket's Soldiers' Monument in the hour of its dedication, and share in the honor of introducing to my own townspeople, one who has a patriotic birthright as orator of this occasion—Rev. N. A. Haskell.

He concluded by introducing Rev. N. A. Haskell to the assembly as the chosen orator, and that the committee made a most excellent choice was apparent by the many words of praise which were to be heard on all sides at the close of his speech. Below we give the oration as delivered:

THE ORATION.

We have met here to dedicate this monument to the memory of those whose names are written upon its surface. Some are sleeping in yonder graveyard, borne thither by loving and tender hands. Some rest beneath the green grass and flowers that beautify a Southern soil—laid there by the rougher hands of war. Yet they are loved as fondly at home; watched over as tenderly by the Eye that never slumbers. We have met here to interpret the meaning of these granite blocks, to bid them hold the memory of those whose names they bear as sacred as they are now held by the loving hearts throbbing here to-day. We have met to bid them repeat to coming ages the tale of their valor, their devotion, their consecration to a nation's welfare, to the liberties of a people, to the freedom of humanity; the tale of their love of the true, the noble, the beautiful, the divine.

Time rolls ever on. The things of the present are left behind, and soon become the events of history. To us they seem wholly disconnected. We discover no harmony pervading them. But, looking a little deeper we discern the same thought underlying them all. We discover in them the unfoldings of a single purpose, the parts of one grand whole, that is completed only when that which is now future—passing within the focus of the living present—is joined to that which is now the past. That which thus underlies history is the *thought*—the *will* of the Infinite that rules through individuals and through events, for the accomplishing of ends, hidden in the dim distance of the future, that are never open to the vision of mortals, and known only to God. The grand whole of which the events of the past and present are parts, is *Human Progress*, that allows no backward movements, that is ever urging humanity onward and upward toward a perfected self—that is destined to end in the divine freedom of the human soul.

THE MONUMENT.—A town meeting convened on Wednesday morning at the Town Hall, but was thinly attended. Capt. Joseph Mitchell, 2d, was chosen Moderator. The business, as announced in the warrant, was to see if the town would authorize the County Commissioners to set off or appropriate a piece of land for the location of the Soldiers' and Sailors' Monument. After a little discussion they were authorized to do so; no great interest being manifested, from which we infer that the people are quite willing to trust the matter in the hands of those officers, to act in consultation with the Monument Committee.

The monument, in several pieces, arrived here on Wednesday, in the schooner W. O. Nettleton from Boston. The work of laying the foundation and erecting it will proceed as soon as the site is determined. From what we can learn thus far, it will probably occupy a place near where the old Town House stood, at the junction of Main, Milk and Gardner streets.

Aug. 24, 1874

This is the work in which mortals are summoned to engage. Earth is a stage upon which this drama of the Infinite is being enacted. In it God knows no haste. In his realms there are no discords. Each age, each event, has its appointed time—its assigned part in the play; but when this scene is complete, then God sweeps the stage, and the actors next in order hear their summons. Thus the men and the nations of the past have come forward. Under the eye of the Infinite they have played their appointed parts, and then have vanished from the view of the world. And ever that which has been, has been preliminary and necessary to that which is, and that which is, is ever preliminary and necessary to that which is to be.

The events of the past furnish glorious exhibitions of the power, the worth, the grandeur of the human soul. Still in this they do but foreshadow the divine life possible to nations and individuals when they shall have risen to the full, free and harmonious exercise of all their inherent powers. In this drama of the Infinite, we well know, the grandest scenes are still reserved for the future.

The year 1776 was an epoch of the Infinite. Then at last the hour had come for the enacting of a new act upon the world's stage. The Infinite, through all the past, had reserved for this, the new, untried, untainted soil of America. For only a new soil and new skies in nature, were fitting the new life into which the world was about to be ushered. In the fulness of this hour our fathers heard themselves summoned, to establish among nations, a nation, new in thought, in principle, in purpose; a nation "conceived in Liberty," based upon this one proposition, that a nation true to itself must exist for the individual, not, as formerly, the individual for the nation, must reverence the individual soul, must foster its true growths, must protect it in the free exercise of all its God-given powers, ever laboring to lead it forward to the possession of a harmony—a freedom of soul. Thus was this nation established. It was dedicated to this divine work by the Infinite. For four score and five years it prospered beyond the fondest hopes of its founders. It grew wealthy and powerful at home. It won for itself the proudest position among nations—won for itself the world's respect, and honor. It became a land beloved of man and favored by God.

But this nation was not true to the principles that gave it being. It proclaimed the equality of all, but from this equality it excluded a race. Though just in principle, it was unjust in act. God had summoned it to a higher destiny than this. Fourteen years ago this injustice culminated, in a civil war, which raged with unabated fury for four long years. Then this nation was being weighed in the exact balance of Justice. That war came to test its inherent strength. It came to prove whether a nation so established, dedicated to a work so divine, based upon the principle of equality to all, lib-

erty for all, slavery for none, could long exist, or whether it was doomed to perish. An untimely growth, nipped by the frosts of a world's winter, not yet softened by the influences of a coming spring. This, the problem that was given to our generation to solve—to solve upon the bloody field of war—where Justice, Equality, Liberty, Progress wrestled with the demons that would arrest its upward course, that would overthrow the reign of truth, righteousness, peace and love, that would bury the world's freedom in a night of infamy.

The loyal sons of America were commanded to meet those demons upon that world-stage of the Infinite there to determine the issues of that war. In the response made to that call, the brave sons of Nantucket were not wanting. They were first and foremost. Loving justice, loving truth, inspired by a lofty purpose, they left their homes of peace and love, and went forth to give life and all that was dear, to purchase life for the nation, to lift humanity into the possession of a joyous, life-giving freedom—its divine birth-right. Ye men and women of Nantucket! Ye future generations!—Know, that such is the meaning of these granite blocks; this the tale they are telling to-day, and will repeat to coming ages.

All honor to those noble heroes throughout our land who loved humanity more than self! All honor to those heroes of Nantucket whose names are buried in this enduring stone, and to those living with us, who to-day, with tear-dimmed eyes, kneel by the graves of their fallen comrades, to bestow on them their floral offerings—tributes of a love returning years will find as fresh and tender as the flowers they bear. O, ye heroes of the dead! I would summon you from your quiet sleep, and bid you know that Nantucket loves her children. She will ever hold your memories sacred.

It is fitting that we should gather here to-day to recount these deeds, to learn the lessons they would teach, to receive from the eloquent lips of this stone, the words it will love to repeat to the children of the future. But our thoughts are led beyond the events commemorated: We rise to that broader conception which comprehends these, and the ends they serve, where we gain clearer views of the entireness of the life that is evolved.

It is well that we should dedicate this monument to the memory of the honored dead, who so bravely responded to the calls of their country and their God. Still the highest service of this hour is the consecration of ourselves. The words of the martyred Lincoln, the most illustrious of our dead, should sink deep into our hearts. "It is for us, the living, rather, to be dedicated here to the unfinished work that they have thus far so nobly carried on. It is rather for us to be here dedicated to the task remaining before us,—that from these honored dead we take increased devotion to the cause for which they gave the full measure of their devotion—that we highly resolve that the dead shall not have died in vain,—that the nation shall, under God, have a new birth of freedom and that the government of the people by the people and for the people shall not perish from the earth."

This granite speaks eloquently of the past and points hopefully to the future. It is sacred to the memory of those who began a work which it remains for us and future ages to complete—the emancipation of humanity—its intellectual, moral and spiritual freedom. Their faithfulness bids us be faithful. Their noble response bids us respond as nobly. This should be, in the highest sense, a dedicatory hour. It calls us to consecrate the powers, the energies of our being, to this glorious work in which men, angels and God are engaged—the uplifting of humanity to the fullest enjoyment of a divine freedom.

But in this act we do not uncover the hatchets buried in these latter days of peace. We do not probe old wounds; do not revive ill feelings. Nothing could be more peaceful than the spirit that is brooding over our hearts at this hour. For the South we have nothing but love. We rise above men and events to the power that comprehends these and rules through them for the accomplishment of ends which, though unseen, are surely reached. We do not hold the South responsible for that war, which in place of our comrades, left us only green graves and granite monuments. Its cruelties, its fearful costs, we charge to no individual, to no class of individuals. We must go behind 1861. We must grope our way back to the colony

first settled at Jamestown. We may not even pause there. We must cross to England. We must follow out the long and troubled history of that nation. We must pass over to the barbarous tribes of Europe. We must press beyond Rome; press still on, till, reaching the cradle of the human race, we discover that there is no individual or class, where we can pause and say, here lies the cause—or a cause—of my misery. The real cause lies behind individuals; it belongs to the mysteries of God. Evil has been as much a necessity as the night that is dispelled by the coming of the morning. The problem of being is the elimination of evil from actual life.

Progress, in its upward course, at every step lays aside some weight, frees itself from some evils. There were certain evils that had always contaminated the life of humanity. 1861 was but the time when the Infinite said to America—"Thine hour to act has come. Eliminate those evils." But these evils must be brought to the surface before they can be fairly met. Now, whatever mistakes in thought or purpose, may have existed, the armies of the South and the North accomplished the will of the Infinite. They brought those evils to the light of day and dispelled them. The soldier from the South and the soldier from the North each believed his to be the cause of Freedom. It was the love of liberty, that actuated both. But which was in accord with the Infinite? That was the question they met to decide; and the answer was then given, not by man, but by God.

The true heart of the South has accepted that decision. It is willing to abide by it. It has laid aside the implements of war, and is now ready to come back to its old home in the Republic. The frown of war has vanished, and the smile of peace returns to light up its face. Seeking to forget the past, it offers to clasp hands with the North in love and unity.

In proof of this I would quote from a speech delivered by Gen. Evans, upon Decoration Day, in Augusta, Ga., at the laying of the corner stone of the Confederate monument. He says:

"Let us do nothing to keep alive the passions of war. To study its lessons is prudence, to profit by its teachings, wisdom, but to stir up the old animosities is madness. The voice of this monument will not be for war, but for peace. It will say to us the Confederacy has expired. Its great life went out on the purple tide of blood that flowed from the hearts of its sons. We have buried it. We do not intend to exhume its remains. We were utterly defeated, and we dismiss our resentments. Sadly we parted from the dear old cross of stars which we followed through many storms of shot and shell, but we take with the true hand of Southern honor the staff that holds the flag of the stars and stripes."

The South accepts from the Infinite the issues of that conflict, though in its blindness, it had labored for results far different.

From that war was evolved for humanity, a purer national life, a nearer approach to freedom. It was there proved that a nation based upon the principle of the divine equality of all men, a government of the people, by the people and for the people, could longer exist, that such a nation could pass triumphantly through a civil war to a life beyond, prolonged and glorified. But these results could be purchased only at a great price. Death in both armies was necessary. Though they may not have seen the final issues, still both died that humanity might come into the full enjoyment of liberty. Having attained this truer vision, our hearts hold only love for both. Had one of your sons died fighting in the southern army, I believe Nantucket would have chiseled that name into the granite before you, that coming ages might know the breadth of your thought, the strength of your faith, the depth of your love. While we weep to-day for our loved ones, we will also bid some tears flow for the fallen who were dear to the hearts of our brothers and sisters in the South. We do not dedicate this monument to the memory of war. Let that be forgotten. It stands here, wrapt in the stillness of our Island, a token of our love for the human soul, which finds its fullness in the love of God, which holds all men within its eternal embrace.

The poem by Dr. Jenks followed the delivery of the oration, and was received with applause.

OUR SOLDIERS' MONUMENT.

BY ARTHUR E. JENKS.

It is our pride,
To stand beneath this lovely sky,
And think of all their victory!
The names of those who died,
Carved by the world's historic pen—
Names of our brave we called them then—
Dead, they are deified.
While we embalm our dead,
And in pure marble overhead,
In scroll, or in the granite's form,
Rehearse tales of the battle-storm,
We owe to those who live,
Their comrades, what we ought to give—
Our gratitude, that, ere they pass away,
Like these,—for whom this monument, to-day,
Uncovered stands,
Some tribute from our hands,
Be yielded up to them, who sadly know,
Better than we, who faced no deadly foe,
What dreadful sound is in the cry of War,
What sacrifice of life and home may mean;
How they have wept o'er wounded comrades, or,
Hid in their aching bosoms, grief unseen!

We talk not to the dead;
Speak to the living while they yet may heed
The voice of fame; tell them while they can hear,
How Loyalty rewards the soldier's deed,
And treat with them as if we were sincere.
—We withhold
Much that encourages our fellow-men;
But when their lips are speechless, their hearts cold,
Ah, we remember, then!
This should not be;
Revere the deathless memory
Of the world's good and true. I would not say,
Leave no memorial. Let Sculpture tell
Their valor's worth to the remotest day;
But there's a duty to the living. Fell
Our valiant Sumner; yet, had his trained ear
E'er heard in life what we spoke at his death,
It would have nerved his broken heart. I fear
A nation's coldness twined his funeral wreath!

The roll of drums was in the air,
The flags were waving everywhere;
I saw men as they went
To the beleaguered continent,
Out of the morning into night!
Flushed with the pride all heroes feel
When bugles sound, and guns are bright,
Marching to unknown we or weal!
On land and sea fiercely defied
The foe; they languished by the river's side,
They fell for Liberty—they died—
And here behold their MONUMENT!

Their faith who dares impeach?
Dear Island Home! This is thy grandest day!
Thy veterans are crowned indeed,
High above any eloquence of speech,
Beyond what's written in this reverent way.

There is no need
To blush, in that our tardy triumph seemed
To falter, ere the hope of what we dreamed,
Transfigured, greeted us in form of stone.
'Tis ours to-day. And with uncovered brow,
I help to consecrate what is our own.

Look on its classic face,
See in its charming grace,
The beauty of a loyal vow!
Look—future years,
Bright with the glory of our tears,
Shall trace in all this sacred scene,
That mystery, which, like a screen,
Weaves round our lives its silken web,—
An heirloom 'neath each soldier's roof,—
With threads of gold between.
The children gaze in wonder;
The Beautiful Land yonder,
Looms, seems to them more real.
Say not this pure ideal

Is mute; as break the waves on our South Shore,
With voice of prophecy forevermore,
This silent Monument,
To hearts on God intent,
Will tell of soldiers brave,
Of precious lives they gave
For our dear Country's sake, on land and wave!

The closing hymn—"America"—came next, in which all the assembly were invited to join, which they did, and it was rendered with fine effect.

Benediction by Rev. N. A. Haskell followed, and thus ended the forenoon exercises at the Monument, which occupied just an hour.

The procession again formed and marched over the same ground to the Pacific Bank corner, where the Odd Fellows withdrew and marched through Centre street to their lodge. The remainder of the procession marched to the starting point where they were dismissed. This ended the dedicatory exercises of Nantucket's Soldiers' and Sailors' Monument.

OVER

Nantucket's First Memorial Day Was Observed in 1868.

Of all the holidays that round out the calendar of our nation's stirring anniversaries each year none is more impressive than Memorial Day. The qualities that enter into the occasion of all the services commemorating the day combine tender memories, proud recollections, and reverent tribute to those men who sacrificed themselves for the ideal of freedom under democracy. So long as the deeds of these men are revered, this nation may never fear the introduction of foreign systems of government, the cynic and communist to the contrary.

As Memorial Day approaches it is fitting that we let our minds dwell upon the purposes and hopes that surround the occasion. Here on Nantucket, the interested researcher finds much that is stimulating in the long record of the island's observances. Nantucket was the banner town of the commonwealth from 1861 to '65. With the understanding of the record of the services of our island soldiers a respect and admiration for the Boys of '61 cannot be suppressed. It is not the glorification of war that we observe; it is the reverence to the ideal for which these men gave their lives.

First, a little group of women began the custom that grew into the first Memorial Day. Fittingly enough, the custom originated in the south, with a number of ladies decorating the graves of the Confederate dead. Such a touching spectacle could have had no other effect than to awaken the memories of all who had lost loved ones in the greatest war ever taking place on American soil.

It was on the 30th of May, 1868, that the veterans of the Grand Army of the Republic first observed the day. General John A. Logan, Commander of the G. A. R., issued his now famous General Orders, requiring the veterans of each Post to assemble for the purpose of inaugurating a custom which "will preserve and strengthen those kind and fraternal feelings which have bound together the soldiers, sailors and marines who united to suppress the late rebellion."

"The Act Which Crowns a New Era."

The ceremonies of this first Memorial Day at Nantucket took place at the Methodist Church on the afternoon of May 30. Shortly after 1:30 o'clock the veterans assembled, finding the church well filled with townspeople. The Rev. Mr. Starr of this church was assisted by Rev. Thomas Daws, Unitarian, and Rev. Mr. Hosmer, of the North Church. Many of the town officials were present. The pulpit was draped with mourning emblems, and had a beautiful cross and wreath, all being surrounded by bouquets of flowers.

The address to the soldiers was written and delivered by Arthur E. Jenney, a gifted member of that honorable island family. During the course of his remarks, the speaker made the following prophetic statement:

"Appropriate, time-honored, even beautiful, this act of yours which today crowns a new era in your soldier life, while it strews the mounds of your brothers with Spring's blushing honors."

After the church services were concluded the veterans formed a procession in front of the Pacific Club on Main street, the headquarters of Post No. 2, G. A. R., then being in the rooms now occupied by the District Court.

Markers.

Through the efforts of our former townsman, George H. Paddock, of Providence, a member of Slocum Post, G. A. R., of that city, the members of the local post have secured by private subscription a fund for the purchase of iron "markers" for the graves of Nantucket's soldier and sailor dead. These markers bear insignia of the Grand Army, and have a holder at the tops for the insertion of small flags. They are in general use elsewhere, and we note with pleasure that they are to be secured for our cemeteries. It is probable there will be public exercises when the markers are placed.

The following illustration will give a clear idea of the appearance of the markers complete.



Aug. 3, 1901

The Monument Erected in 1874.

While we are observing the sixty-eighth anniversary of the first Memorial Day it may be well to mention the first exercises at the Soldiers' Monument on upper Main street.

Less than a month after the inauguration of Memorial Day (June 29, 1868, to be exact) a public meeting was held in Atlantic Hall for the purpose of discussing the erection of a suitable memorial to the Civil War dead. It was decided to solicit contributions for the purpose.

The campaign was conducted for six years, and in 1874, Hon. Joseph Mitchell, treasurer of the fund, closed the account and ordered the monument from Churchill & Hitchcock in Boston.

On August 26, 1874, at a special town meeting, the town authorized the county commissioners to set off and appropriate a piece of land for the location of the monument. On the same day the schooner *W. O. Nettleton*, Capt. Henry Pinkham, brought the monument from Boston.

Subscriptions to the fund totalled \$2,272.66; the town had appropriated \$450.00, and the interest on the fund brought the total up to \$3,252.85.

The cost of the monument, together with the expense of shipping it here, building a foundation, and erecting it, brought the total within a few dollars of that figure.

The shaft was placed in position on Sept. 14, 1874, with Charles H. Robinson directing the work. It is said that the base of the monument is one of the old granite millstones from the Old Mill.

The First Exercises at the Shaft.

Memorial Day the following year, 1875, therefore, became an event of considerable importance. After the usual exercises at the church, this year taking place at the Unitarian, a procession formed outside under Chief Marshal George W. Macy. The line of march consisted of a police escort leading off, under Capt. William M. Eldridge, a band, a large delegation of Odd Fellows, children of the soldiers, the G. A. R. veterans of Post No. 2, and the selectmen.

This procession marched up Main street to the Monument, where an attractive formation had been devised. The children formed a circle around the Monument, with the veterans forming a larger circle around them. The selectmen were seated on a platform to the north, with the Odd Fellows on either side. Every house, yard and vantage point were crowded with people, as well as the streets leading into the square.

May 30, 1936

See also Special Occasions

Memorial Day's Observances During Twentieth Century.

In the resumé of the Memorial Day observances last week, the outstanding happenings of the occasions were sketched briefly from the time of the first ceremony in 1868 until 1903. Continuing the summary from that year, the revival of interest in the early 1900's was plainly evident from the fact that the volunteers who took such an active part in the Spanish-American War, then lately concluded, had returned to bring patriotism to a new high level.

In 1905, a cloudy morning gave indication of rain, but the parade was formed as usual. Again the school children appeared as an organized group and escorted the veterans to the Prospect Hill cemetery, with a drum corps leading the way. The regular evening service was held at the Methodist Church, with Rev. Frederic Manning giving the oration.

The Grand Army visited the schools for the first time in 1906. The first group thus participating in the exercises conducted by the schools was composed of Commander Franklin B. Murphey and Comrades James H. Wood, William A. Barrett, Edward H. Wing, Sampson D. Pompey, Josiah F. Murphey. This, of course, took place two days before Memorial Day itself.

A large number of spectators were gathered in the Prospect Hill grounds that year, when the parade wound its way to the Soldiers' Lot for the usual ceremonies. Rev. Fr. McGee, Allen Coffin, Rev. Mr. Raynor, and the Rev. Mr. Day spoke briefly. At the services in the Methodist Church that evening, Dr. Arthur E. Jenks gave a stirring oration.

In 1907, the day's ceremonies took place in a variety of weather that had rain and sun alternating. Despite the adverse conditions, 138 children formed a line of march in the procession. Commander John R. Sandsbury led the veterans this year. The Rev. Frederic W. Manning was the orator in the evening at the Congregational.

One of the largest turn-outs of Grand Army veterans in years took place in 1908. Realizing they were now marching with thinned ranks, the veterans decided to have their pictures taken as a group. This picture (printed in the last issue of *The Inquirer and Mirror*) had the following veterans together:

Front Row—Benjamin Burdick, Charles M. Crocker, Charles Hyde, John R. Raymond, George A. Backus, Peter Hoy, Frederick H. Barney, Sampson D. Pompey, Franklin B. Murphey.

2nd Row—Commander Edward H. Wing, Chaplain Josiah F. Murphey, James H. Wood, James H. Barrett, Alfred Ray, Josiah F. Young, Quartermaster Benjamin A. Coffin, Surgeon Edward C. Bennett, Hiram W. Reed, Henry F. Fisher.

Back Row—George Fisher, (son of veteran), Adjutant G. Howard Winslow, William A. Barrett, George Dolby, Associate, Valentine Small (son of veteran).

Fair weather attended the parade in 1909. Commander Wing again was successful in getting his veterans together. A "fife and drum" corps led the marchers to Prospect Hill, with the usual brief stop at the Monument. Rev. Frank S. Jones gave the evening's oration at the Baptist Church.

In 1910, the renewed interest of the public in the services was evidenced by the large number of citizens that followed the procession along the entire route. Messrs. Charles and Chester Stevens and Harvey Emerson, fifers from the mainland, and some local drummers formed a fife and drum corps. The children this year were in charge of James H. Wood and Robert Appleton. At the

Methodist Church that evening, Rev. John Snyder, of the Unitarian, gave the oration. Dr. Arthur E. Jenks delivered an original poem, and Adjutant G. Howard Winslow gave the Lincoln "Gettysburg Address."

A definite touch of the inevitable march of time touched the procession that wound its way through the streets of the town in 1911. A change had come over the small group of the "Boys of '61." No longer did they march erect to the strains of the martial music. Many rode in the several carriages that followed, and after the Monument had been reached one or two dropped from the ranks wearily and climbed into the three-seaters with their comrades.

This year set a new record for participation of the schools. Superintendent of Schools Mary C. Lincoln arranged one of the finest programs ever witnessed by the G. A. R. men in Nantucket. In the first place a high school drum corps composed of George Furber, Norman Brooks, John Ring, escorted eighteen members of the Thomas M. Gardner Post to the Athletic Club Hall, where all the scholars of the Nantucket, 'Sconset and Polpis schools were gathered. A musical program was presented under the direction of Miss May H. Congdon. Commander Edward Bennett of the Grand Army responded; Comrade Frederick Barney recited "The Little Bronze Button"; and Mrs. Eleanore E. Brown gave a few appropriate remarks.

A fife and drum corps supplied the music. Fifers William H. Buffom and Andrew Fisher, of Lakewood, R. I., and Drummers William Blair, Merlin Crocker and Horace Spencer were the corps members.

In 1914, Commander Alfred Ray was able to get the majority of the veterans together on Memorial Day. At Straight Wharf, the Women's Relief Corps, through Mrs. Maud Macy, its president, held exercises for the naval dead. Dr. Jenks delivered a poem at the cemetery, while Rev. F. H. Sanborn gave the address.

Six days before May 30, 1915, Dr. Arthur Elwell Jenks passed away. On every occasion, since the first Memorial observance in 1868, he had been present, and on most of these days he had either delivered the oration or read an original poem dedicated to the day. His last verses were read at the cemetery in 1915. Thirteen of the fourteen veterans then living attended the ceremonies this year. A boys' drum corps composed of Elmer Baker, Leonard Grouard and Myron Bentley proudly marched at the head of the procession.

In the parade of 1916, the entire membership of Thomas M. Gardner Post, fourteen strong, turned out. There were six other veterans living on the island at the time who did not belong to the Post. The oldest G. A. R. man then living was Franklin B. Murphey, who was 84, while the youngest was Josiah Young, 68.

The usual service for the naval dead was held in the morning. In the afternoon parade, 144 children were in the line of march. The Nantucket band played all the old-time marching songs at the request of Commander Alfred Ray.

In 1917 one of the largest processions ever formed marched up to the Soldiers' Lot on Prospect Hill. Commander G. Howard Winslow was the leader this year. Members of the Red Men, the Portuguese Fraternity, and the Nantucket band made up the line of march, with the cadets from the training ship *Ranger*, the Boy Scouts, Girl Scouts and Campfire Girls giving a martial appearance to the parade. The spirit of war-times was running high, and all who took part or witnessed this year's observance felt a new thrill in the sight of the flag flying in the breeze.

Again in 1918, the day was one in which the entire community took an active part. The line of march was made up as follows: School children, Nantucket Band, Naval Reserves, Masons, Odd Fellows, Portuguese Fraternity, Boy Scouts, Girl Scouts, Campfire Girls, Grand Army, Women's Relief Corps.

This year saw the first observance of a ceremony in commemoration of the naval dead with the re-built South Wharf as the gathering place. When Commander Winslow of the G. A. R. took hold of the halyards to hoist the flag, Miss Mary Defriez and Walter J. Royal, of the high school, shook out the folds of the banner.

In 1919, the exercises were conducted along the same lines as before. Arthur H. Gardner was the orator upon this occasion. The naval reserves had long since left the island, but the schoolship *Nantucket* was in the harbor, and Capt. Hourigan gave permission for his lads to march in the parade.

But 1919 had a new feeling, something that brought its significance closer to the hearts of the community than it had since the turn of the present century. This was brought about by the presence of a group of World War veterans, not many many weeks from "over there," marching in their uniforms of khaki in a Memorial Day parade for the first time.

In the early years of the 1920's, the figures of James G. Stuart and James Thomson, British war veterans, appeared. In 1923, the G. A. R. survivors were: Josiah F. Murphey, James H. Wood, Alfred Ray, Charles M. Crocker, James H. Barrett, Elijah F. Bearse.

In 1922, the High School girls began a custom which continued for a number of years, the young ladies marching in costumes of white, and bearing baskets of flowers. In 1924, two fifers, with Richard F. Dixon and Norman Baker playing drums, escorted the procession.

The flags on their staffs, which are a feature of holidays today, first made their appearance in 1927, the Legion boys being responsible for the adoption of this innovation. Memorial Day was dark and rainy this year. Only three G. A. R. men were present: Josiah Murphey, James H. Wood and James H. Barrett.

In 1930, the Legion drum and bugle corps made its first appearance at a public observance. A delegation from the Nantucket Firemen's Association also were on hand, together with the Red Men.

A few weeks before Memorial Day in 1931, Josiah F. Murphey passed away. Since that time, Comrades Wood and Barrett have carried on the tradition, Commander Wood resolving that "as long as I am able to stand I will carry on."

The Civil War veterans who are buried in the Soldiers' Lot at Prospect Hill are as follows: John Stiles, Benjamin Rogers, Obed Harris, Alvin Hull, Thomas F. Ray, Benjamin Beekman, J. P. Gardner, W. W. Hiller, F. W. Andrews, R. R. Hussey, G. H. Parlow, Charles Hyde, William A. Barrett, William H. Ellis, Francis Wilkes, a World War sailor who was drowned when the destroyer *Tampa* went down, has a stone erected here in his memory.

The beautiful custom of Memorial Day is not intended to glorify war. It is, rather, to bring the thoughts of everyone back to the ideal for which the warriors died; an ideal which, through the sufferings and sacrifice of war, is making the United States the outstanding bulwark of freedom throughout the entire world. Political philosophers may write their satirical treatises; cynics may publish their biting comments; dictators may hold up foreign powers as rivals to our country's fame—but the 48 States of the Union continue to maintain their standards. The pseudo-philosopher and cynic hold but a few minutes of glory, while the dictator establishes a system which may last a few years—after they go what happens to these nations? History has pointed out the answer. So long as the ideals which founded this Republic are maintained we may never fear for America's future.

JUNE 6, 1936.

EXERCISES AT THE GROUNDS.

About half-past one the soldiers again assembled on the square to proceed to the decorating of their comrades' graves. They first visited the monument, where the flowers placed there by the children were taken for use at the grounds. From the monument they went to the South Cemeteries, where they went through the regular routine of laying a bunch of flowers on the various mounds, accompanying it with the roll of drums and dipping of the ensign.

From here they proceeded to the Unitarian yard, where, after the decoration of the graves they were addressed by Dr. A. E. Jenks in the following brief but fitting manner:

Soldiers of the Grand Army of the Republic

To-day we have been thrilled by the orator's words. We have met around the monument erected to perpetuate the honor of Nantucket's soldier dead. We have looked with tearful eyes upon the Memorial Wreath sent to you from a lady now living abroad, whose brother was a soldier, like each of you; but who now lies under this sweet May sky, under the hallowed ground whereon we stand. FERDINAND ALLEY! Do you not think of him as he answered at roll-call? Other names you have remembered to-day. Upon yonder monument they are written, and the record is safe.

I cannot speak to you as a soldier; but that I have an abiding sympathy for you in your beautiful Memorial Service, you can rest assured. The war is over. The bitter hate, the hostile feelings between the North and South, if they exist at all, must yield, before long, to that peace which is born of great civil revulsions.

If we look abroad, we see the fruits of your heroic struggle, sanguinary as it was. Profitable husbandry, the comforts and immunities of unmolested firesides; the safety of our State Government, and the growth of her internal improvements; support for the public school, and above all, the untarnished faith every loyal citizen reposes in the great, grand mission of all of America's institutions—in her civil, religious and political champions, who are not the men to be hampered by any ring, or swerved from their purpose through fear of opposition in whatever shape—men for our leaders who legislate for us, fearlessly; who will never forget what you have done to maintain the dignity of just laws, to help build upon the blackened ruins of Rebellion, National Progress, and Universal Freedom! Faith in God, and in the inspiration of the Old Flag whose stripes and stars, like the constellations in the North and West, look brightest to your soldier eyes, in the night of warfare for all you hold dear.

In the Grand Entrance Hall of the Permanent Centennial Building in Philadelphia, there will be placed upon its historic walls, bronze portraits of the most remarkable men of our entire Country, famous in the departments of Art, Literature, Science and Invention. No portrait, it is said, shall be put there which does not emphatically represent National progress.

And, thus, soldiers, you, who stand before me, having finished your tender service of laying flowers upon the graves of the departed, shall be remembered in the archives of our nation, and in more enduring entablature than bronze or marble—in the hearts of your countrymen. I thank you for the honor you confer upon me by your invitation to address you, assuring you that your noble self-sacrifice is chronicled by Him who hears the cry of the afflicted, by Our Father, who alone, can bind up the broken heart. You live, to-day, soldiers; and like Hancock and Adams, your names shall one day be enrolled among the men of New England who have lifted this nation to its present prosperity.

"With us your names shall live,
Thro' long succeeding years
Embalmed with all our hearts can give—
Our praises and our tears."

Following these exercises they wended their way to the North Cemetery, where the same programme was in order as at the two first mentioned. Thence they marched back to their quarters, where they were dismissed, and took their way home, contented in the thought that their duty had been fully performed.

There were numerous carriages in the soldiers' procession, besides the children who accompanied them in the forenoon, and it presented a pretty appearance as it passed through the streets to the different points.

Shipping in the harbor, and many of the public buildings and private residences in town were ornamented with flags, and gave evidence of an interested feeling among those taking no prominent part.

Thus has Decoration Day passed off at Nantucket, and we feel that it has been a most enjoyable day to all.

June 5, 1875

Knows Good English.

The inscription on the Soldiers' monument in this town, written by Mr. William H. Macy, the well-known writer for the MIRROR and resident of Nantucket, has been pronounced by Mr. Levi F. Warren, a prominent teacher of the city of Newton, to be a very beautiful bit of English, and certainly as good as that on the Soldiers' monument in Boston, which was written by President Elliot, of Harvard College. The first word he said impressed him greatly. He had his scholars copy it in their Gem books and commit it to memory. And truly, what is more beautiful than these words: "Eternal honor to the sons of Nantucket, who, by land and sea, gave their lives to preserve a united country."

July 12, 1890

THE MONUMENT.—A town meeting convened on Wednesday morning at the Town Hall, but was thinly attended. Capt. Joseph Mitchell, 2d, was chosen Moderator. The business, as announced in the warrant, was to see if the town would authorize the County Commissioners to set off or appropriate a piece of land for the location of the Soldiers' and Sailors' Monument. After a little discussion they were authorized to do so; no great interest being manifested, from which we infer that the people are quite willing to trust the matter in the hands of those officers, to act in consultation with the Monument Committee.

The monument, in several pieces, arrived here on Wednesday, in the schooner W. O. Nettleton from Boston. The work of laying the foundation and erecting it will proceed as soon as the site is determined. From what we can learn thus far, it will probably occupy a place near where the old Town House stood, at the junction of Main, Milk and Gardner streets.

Aug. 29, 1874

THE ORATION

Written by the Late Dr. Arthur Elwell Jenks and Read by the Rev. H. VanOmmeren at the Memorial Day Exercises.

A little over one month ago, on the 9th of April, the semi-centennial of the end of the Civil War was celebrated. Flags were enthusiastically displayed. In every city and town in the United States the people came under the spell of universal rejoicing. Not only in Grand Army halls, but everywhere throughout our country the blessing of peace was magnified. We could look backward to Lee's surrender to General Grant at Appomattox, without one tinge of bitterness or feeling of hatred.

Today we honor the semi-centennial of the dawn of Decoration Day: what I like to call a sacred offertory to the soldiers who died during the Civil War, and to all those of their comrades who have departed since.

I deeply appreciate the courteous invitation from your Commander, Alfred F. Ray, to deliver the 50th anniversary address in commemoration of the origin of Memorial Day. Its public service tenderly illustrates the meaning of the memorable last words of Lincoln's first inaugural address:

"The mystic chords of memory, stretching from every battlefield to every living heart and hearthstone all over this broad land, will yet swell the chorus of the Union, when again touched, as surely they will be, by the better angels of our nature."

Birthdays of Washington and Lincoln are national memorials. We shall never cease to give them honor. There comes into my mind now, the birth-time of Memorial Day. When and where was it born? It is to the everlasting honor of womanhood that the originator was a woman! Mrs. Mary Cotton Redpath, who was the wife of the late James Redpath, an English journalist and author, died last year, at the age of 91 years. She lived in a very old homestead for more than half a century. Its ancient walls were vocal with stirring associations. This home was one of the northern stations of the underground railway, by which fugitive slaves were spirited over the border into Canada. Among her intimate friends were Henry Ward Beecher, Wendell Phillips and many other anti-slavery advocates. It was during a stay with her husband at Charleston, S. C., in May, 1865, 50 years ago, that she noticed that the graves of Union soldiers were left in an unkempt condition. She was aroused by what she saw. Immediately, through her personal influence with the military authorities, and with Northern residents in the city, a committee was chosen to attend to the marking and decoration of soldiers' graves.

Prompt response followed this woman's eloquent appeal for public recognition. A mass meeting was held, which resulted in the formation of a parade that marched to the cemetery, where the resting-places of Union soldiers were decorated with flowers. From this noble woman's thought and restless determination of will, the general observance of Memorial Day was developed. Today we regard the 50th anniversary of its birth.

This address would be incomplete without notice of the Nantucket women of the Civil War. Memorial Day is one that is hallowed in their thoughts, fadeless in their recollection. Their silent, heroic suffering at your departure for military duty, no one man of us can find language to portray. They bore the heavy burden.

Dr. Anna Shaw declares that women have always borne the burden. Their sons and brothers and husbands are torn away from them—splendid men, who march off, bearing above them their Nation's Flag, the pride of patriotism high in their hearts, while the women stay behind, and weep, and silently bear the heartache, awaiting the living death of bereavement. There are many evidences, but I see no clearer proof of the courage and character of a true woman, than that which I glean from the following thrilling story:

It is related of the Polish hero, Sobieski, that he took his two sons with him, and flying for their lives, hid in caves. His courageous wife was soon visited by the conqueror Constantine, who said to her haughtily:

"You know where your husband and sons are hiding."

"I do know," she replied, undaunted by his imperious manner.

"Tell me where your husband hides, and I will pardon your sons."

She loved her children, as every good mother does; but did she betray her husband? No! Proudly she confronted the conqueror, and said:

"He lies here, concealed in the heart of his wife, sir, and you will have to tear out that heart to find him!"

The star of fidelity that shone on the forehead of the Polish heroine blazed upon the pale brows of Nantucket's mothers during the war of the rebellion—your mothers and wives and sisters, among New England women, "foremost in every word and work!"

During the past fifty years, a dependable ally to all Grand Army Posts, known as the Women's Relief Corps, has been organized. In its chivalric spirit it ranks with the Daughters of the American Revolution. It is kindred to the Red Cross Society, in its deeds of mercy. I have been assured of the value of its services to your Post, and of the Post's gratitude to Corps 86, of this town. The Massachusetts department, comprising the Relief Corps of the many Posts throughout our state, is a vital auxiliary to the National organization. From its Relief Fund, it has expended during the past year nearly \$2000 for the benefit of indigent soldiers and their dependent families. It has a membership of 14,940. For these facts I am indebted to Past President of Corps 86, Mrs. Eleanore E. Brown, recently appointed by the Department as State patriotic instructor.

OVER

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Even now, as I speak to you, a thought of the Civil War, during which you so gallantly served, will flash across your memory. All unlike the awful war tragedy in Europe, under the insane dictation of autocratic power, and a mad military spirit, the Civil War was one to defend the Flag; to save our Union of States; to establish peace with honor; to declare to all nations, for all time, that "a government of the people, for the people, by the people, shall not perish from the earth."

I can but briefly allude to the contrast between the Civil War and the Titanic struggle now going on in the Old World. The unpardonable act in the bombardment of the Cathedral Church of Notre Dame, in the French city of Rheims, for the while choked the pure well-springs of our human nature. Its marvelous rose window, emblematic of a lost art, was broken in pieces! It cannot be replaced. The civilized world will accept no apology for an outrage upon what appeared to every beholder, as "the very personification of the humane spirit, flowering in stone." To the American art student, who knows the value of an ideal, this embodiment of the faith of the Middle ages, towered above the city of Rheims, "a massive, yet singularly graceful type of mediaeval art, and inspiring creative work of centuries long gone!"

I can but see that the disfigurement of this Cathedral, whose remarkable age and histrionic renown, ought to have been its own best defence against German sacrilege, pales before the demoniac savagery of unlawful submarine warfare, as witnessed in the sinking of the Lusitania, and in the untimely and dreadful end of hundreds of human lives, many of whom were Americans.

Let us, veterans, turn our gaze away from the entanglements of nations in the Orient; away from devastated fields, huge remains of majestic palaces and cathedrals, and feast our eyes by looking upon "our country without a castle, a land without a king"!

Mr. Commander, as you well know from your business travels through the South and West, we have opened our eyes to the glory and grandeur of our land. Just now the great objective of American travel is the Panama-Pacific International Exposition, at San Francisco, with an opportunity of looking out upon the harbor, with the Golden Gate in the distance!

It is surprising that so few Americans know that "the Grand Canyon of the Colorado is the most impressive scenic spectacle on earth; that the Yellowstone Park far surpasses anything of its kind anywhere on the globe; that the valley of the Yosemite is more beautiful than any valley in Switzerland or in the Tyrols; that the redwoods of northern California are the most marvelous and most beautiful forests in the world; that the Canadian Rockies have more extensive and more magnificent snow-fields than the Alps!"

When the European war shall have an end ("whose physical horrors," according to Ex-Senator Beveridge, lately returned from the German border, "beggars any collection of adjectives known to the English tongue"), I am confident that our own peaceful country will loom like a mirage to our transatlantic neighbors. This generation will see the intelligent, but sorely impoverished denizens of the Old World looking with longing towards America. Not only our own people, but all the world's people, will welcome peace and the expansion of American industries; they will fall in with the readjustments of commerce; seize every opportunity for new markets—all pointing to thrift, and to unparalleled prosperity. Our wonders of natural scenery, our material and intellectual progress will place America in the vanguard of nations!

Memorial Day, 1915—the soldiers' precious remembrance! We also call it "Decoration Day." Its title conveys to the patriotic bosom more than tongue can reveal. The language of flowers is the only speech that can illustrate its true meaning. Their fragrance sanctifies the day with an aroma that shall be perpetual. After fifty years, willing hands pluck the fairest May flowers, twine them into many a choice design, and reverently bestow them. These memorials are golden links that associate you, survivors of the Civil War, with your comrades-in-arms, who have gone before.

One has written most tenderly that memory, however sad, is the best and purest link between this world and a better.

While writing this anniversary address, I was amazed when I realized that more than fifty years ago

I saw you mustered into service, brave and strong,
Proud to defend the Flag; but now I see few of that loyal throng;
Forefathers' Day is our New England pride,
But one more gilds the calendar we prize—
Memorial Day, forever glorified—one of the holiest of memories!

MY DREAM.

Written for The Nantucket Baptist by Dr.
Arthur Elwell Jenks, a number of years ago.

I dreamed, and I saw in my dreaming,
A mountain as white as the snow;
Not cold, like the winter of freezing,
But warm with a roseate glow!

I dreamed, and I saw in my dreaming,
Stand forth on that mountain of white;
An angel, whose glorified features
Reflected a heavenly light!

To me, that pure vision seemed real,
A radiant form I could see;
A rift in my sorrow, whence, downward,
This message came floating to me:

"Look up; let thy faith never falter;
God's love shall encompass thee round;
On every lone mount of endeavor,
His grace in thy heart shall abound."

My dream, and the bright angel vanished;
But morning led joy in its train;
My heart was renewed and uplifted,
I took up life's burden again.

And oft in the lull of earth's labors,
I see a far mountain of light;
Its angel of mercy transfigured,
That brought me God's peace in the night.

IN MEMORIAM.

Arthur Elwell Jenks, May 24, 1915.

A kindly nature, quick to praise,
For generous action, all a-flame,
Loving the quaintness of old days,
The simple, home-like, cherished ways.
Proud of his native island's fame.

He knew full well, the ancient lore
Of gallant ships that sailed the main,
Its depths and currents to explore,
That spanned the sea to distant shore,
Then home, with trophies, came again.

He wakes before a calmer day
Than mortals find beneath the sun;
With prescience in that bright array,
That naught is there of earth's affray,
That victory over death, is won.

—Caroline Parker Hills.

JUNE 5, 1915

The Monument—Where?

Now that the monument is finished so far as the sculptor's work is concerned, the momentous question arises, where shall we put it? A question which has heretofore been dodged, the prevalent feeling seeming to be, "Let's get it first, and find a place for it afterwards." A town-meeting is called for this (Saturday) afternoon, at which the subject will be further considered, and in this connection, that prodigious elephant, the South School-house, again looms up. A plan much advocated by some of our citizens, is to sell this building, and convert the ground into "Monument Park." The situation has some good points to recommend it, not the least of which is the fact that it has a fine sea-view from the verge of the bank, and thus the monument will be a conspicuous object on entering the harbor. It is also urged that the school-house, ought to be removed from the land for other reasons; as being a large building, expensive to keep in repair, unnecessary for school purposes, (with the exception of one room on the lower floor, still occupied by little children of primary grade,) unsightly, and dangerous in view of fire-risk. We understand that a petition was got up a short time since by the ladies, and very numerously signed, praying for its removal; but whether any use was ever made of the petition, we are unable to say.

Still, there are two sides to every shield, and it makes as much difference to us now, as it did to the knights of old, from which direction we approach it. It will not be forgotten, of course, that if this building be disposed of, other school accommodations must at once be provided; for the necessity of the lower grade school in that populous district must be universally conceded, and this necessity is well understood and recognized by the School Committee. The rising generation must have full facilities for education, whatever site may be selected for erecting memorial shafts to the patriot dead. A much smaller building, however, would meet the necessity, and it is one of the questions to be discussed, whether it would be cheaper to retain the large building and keep it in repair, or to provide a suitable room elsewhere?

Another view of the matter is, that the town might with advantage, keep the building, using one floor of it for town-hall and court-house, thus saving the rent now paid for the use of Atlantic Hall. It is questionable, however, whether the sum paid for rent would be enough to keep the large school-house in order, while the location would certainly be less central than that now occupied, a consideration of some importance as regards a town hall.

Should the south school-house be retained by the town, it seems probable that the most practicable location for the monument will be that which has already been mentioned; the spot where the old town-house and liberty-pole stood, at the junction of Main and Milk streets. In default of a better place, this would answer well enough; and of one thing the Monument Committee may be fully assured, that no place can possibly be fixed upon that will please everybody. To attempt to do this would be to repeat the experience of the old man with the donkey in the well-known fable; and even the luminous idea which was suggested when the New Bedford monument was to be erected,—of mounting it on wheels and carrying it through the town, halting here and there,—would, like the old slavery compromises, afford only temporary quiet. Let the Committee use their own best judgment, and wherever "Monument Park" may finally be, the people will in time get used to it and accept the situation.

Monumental.

The discussion about the location of the Monument is all set at rest, now that the place is settled upon, and the foundation well settled into the ground. But the progress made is slow, for the reason that we have no tools to work with, and everything must be imported. Had this job been put upon us during the palmy days of our commercial prosperity, we should have finished it ere this; but as our occupation is gone, we have neither derrick nor shears, and must, perforce, wait for them to arrive.

The several pieces of granite which are to compose the structure have been carried up town and deposited near the foundation; and the next thing wanted is the mechanical appliances for placing them in position. And after that, it seems fitting that we should have some sort of dedicatory exercises. Not that any great pomp or ceremony is needed; but it would be a satisfaction to the friends of the martyred dead, and especially to their old comrades in arms who are left, to mark the completion of the memorial by a few appropriate rites and exercises.

It is a matter of congratulation that the claims of those of our young men who fell in the great conflict, are about to be thus recognized, tardy justice though it be. As we write this, the earthly remains of another soldier are being borne to their final resting-place. The victim of a lingering illness of several years standing, he is no less a martyr to the cause of national regeneration than were those who died while wearing the uniform, and whose names are recorded on the granite shaft.

Let the Monument be completed as soon as possible, and with a fitness and finish about all its surroundings, which shall make it a credit to those who built it, as well as to the dead. Let it have an elaborate dedication, too, if the people really desire it; but this, in our view, is but a secondary matter, comparatively unimportant.

1874
A PUBLIC ORNAMENT.—The Soldiers' Monument appears to please all who have seen it. It is a public ornament in our town, and when completed, we shall have cause to take pride in this mark of respect to the patriot valor and sacrifice of our townsmen, whose deathless memory will live on, when their names now neatly carved in polished granite, shall have grown dim. We hope that some stirring dedication may, in due time, add new interest to the work.

Oct. 24, 1874
THE MONUMENT.—A large number of our citizens witnessed the successful placing of the shaft in position, Wednesday afternoon, under the direction of Mr. C. H. Robinson. As soon as the brick-work foundation is laid, a sodded embankment is to be placed around the base, and the monument will then be finished.

Oct. 17, 1884

Sept. 12, 1874

**Observance of Memorial Day
Most Successful.**

Memorial Day of 1917 has gone on record as the most successful of any held in Nantucket since the first observance was held on the 30th of May, 1868. On Wednesday last nature was kind, for the conditions were ideal in every way, and the exercises of the day from the time when the children gathered on the wharf in the morning and cast flowers upon the waters as tributes to the sailor dead, until the gathering in the Methodist church joined in singing "America" at the close of the evening services, were enjoyable to both Grand Army veterans and to the residents of Nantucket.



THE CROWD GATHERED ABOUT THE SOLDIERS' LOT IN PROSPECT HILL CEMETERY.



THE SCHOOL CHILDREN.



THE RANGER CADETS.



THE PORTUGUESE FRATERNITY.



WAUWINET TRIBE OF RED MEN.

SATURDAY MORNING, OCTOBER 20, 1917



THE CROWD AT THE FLAG RAISING ON COLUMBUS DAY.

The above snap-shot was taken after the parade, when the crowd gathered in front of the Red Men's building on South Water street, for the flag-raising exercises, when the American, English and French flags were hoisted to the top of the staff on the building by three young girls, one of whom (Miss Jean Cartwright) is shown by the camera in the foreground, just pulling the rope which released the banner (note arrow). The Naval Reserves are lined up in front of the reviewing stand, with the Red Men in front of them—all with upturned faces.

Woman's Relief Corps.

The members of Thomas M. Gardner Post, No. 207, G. A. R., assembled in their hall on Wednesday evening last, where, with their wives and lady friends, they considered the formation of an auxiliary society, to be known as the Woman's Relief Corps. Post Commander Obed G. Smith introduced Mrs. Waterman, of Boston, the department president in Massachusetts. This lady gracefully presented the benefits of a relief corps as a help to each army post, and gave a few statistics to illustrate the financial showing of these associations. There had been a national expenditure for relief of \$1,373,076.42; \$38,210.34 having been turned over to State posts during the past year, and \$668.26, to the Quartermaster general of the G. A. R., for Memorial Day in the South. There is a national membership of 140,000 women, and 35 departments. The funds were all held in sacred trust for the aid only of the veterans and their dependent ones. Massachusetts is the banner department of thirty-five, and was the first to have the flags put upon the school-houses, and to formulate a system for teaching patriotism and veneration for the old flag.

Mrs. Wilcox, of Milford, Mass., installing officer of the department, gave a brief address of interest and encouragement to her auditors, who evidently sympathized with her loyal sentiments. She was followed by Mrs. Vincent, of Cottage City, who, in very pleasing, yet touching remarks, paid a merited tribute to the patriotic work of Mrs. Waterman. The three addresses were tender and womanly acknowledgments of the veterans' services and sacrifices. Brief remarks were made by Comrades Murphey, Harris and Wood.

On Thursday afternoon a Woman's Relief Corps for Nantucket, No. 86, was organized. Members were initiated, officers elected, badges assigned and passwords given. The public installation of the officers occurred in Athenaeum Hall in the evening, when a large audience gathered to witness the impressive ceremony. At the tap of the drum the veterans in uniform, filed in, and took their places on the platform. The exercises opened with a prayer by the chaplain, Mrs. Vincent, all present standing. Adjutant Murphey then announced the names of the officers elect, as follows: President, Mrs. Caroline Smith; senior vice, Miss Lizzie N. Wood; junior vice, Mrs. Etta Wood; secretary, Miss Stella Wing; treasurer, Mrs. Grace Manter; chaplain, Mrs. Susan B. Pompey; conductor, Miss Ella Mitchell; assistant conductor, Miss Gertrude H. Smith; guard, Miss Ida Andrews; assistant guard, Miss Sadie Johnson. These officials were all duly authorized by installing officer, Mrs. Wilcox, who invested them with their badges. After the installation, Mrs. Waterman addressed the organization, to be hereafter known as the Thomas M. Gardner Relief Corps, No. 86. Prof. L. H. Johnson enlivened the occasion with piano accompaniments for the campaign song, "We are the boys of '61." Comrade Elisha P. Gardner made a

stirring speech, and Comrade Roberts sang "The Irish Volunteer." Mr. Arthur H. Gardner was called upon, and responded in a brief but happily conceived speech. The ceremony was impressive throughout, and thus the local G. A. R. post are furnished with a most creditable working auxiliary. The visiting officers were Mrs. Emilie L. W. Waterman, of Boston, department president of the State, Mrs. Ann M. Wilcox, of Milford, Mass., instituting and installing officer, and Mrs. Minnie E. Vincent, past president of Henry Clay Wade corps, No. 134, Cottage City, department aid on the president's staff.

Apr. 13, 1897



The group on Straight wharf, last Saturday morning, showing the children casting flowers upon the water.



The gathering at the Soldiers' Lot in Prospect Hill Cemetery last Saturday afternoon while the services were being held.

1914

Mrs. Brown is survived by her husband, Everett B. Brown, and by her adopted daughter, Mrs. Edouard A. Stackpole. She lost her only son, Oliver Brown, in 1918, when he was overseas with the American Expeditionary Forces. His body was brought home and interred at Prospect Hill.

Funeral services were conducted from the Lewis Funeral Home on Thursday afternoon at 2:00 o'clock, with Rev. Bradford Johnson, of St. Paul's Church, officiating.

Burial was in the family lot at Prospect Hill, where her body was laid to rest beside that of her soldier son. Members of the Women's Relief Corps, and Commander Herbert P. Smith, representing the Spanish War Veterans and American Legion, were present to pay tribute to her memory.

Death of Mrs. Eleanore Brown, Former Island Resident.

On Tuesday morning, just before dawn, Mrs. Eleanore E. Brown passed away at the Taunton State Hospital, where she had been under medical care for several months. She was in her 92nd year, and was the last of her immediate family.

As a resident of Nantucket for half a century, Eleanore Brown will be remembered for her constant efforts in carrying on the work of the Grand Army of the Republic, through the Women's Relief Corps. Besides holding various offices in the local organization, she was an officer in the State Chapter of the W. R. C., and was on several occasions appointed State delegate to national conventions. One year she traveled from Nantucket to Denver, Col., to attend the national convention.

She was President of the local Relief Corps for seven years. She was a Past Department Aid of the State Chapter for a number of years, and was honored by the position of Patriotic Instructor of the State Dept. on Massachusetts over a long period of time.

She served as Secretary to the Commander Thomas M. Gardner Post, G. A. R. for many years, and her words at the conclusion of the final minutes of the Post—with the death of Commander James H. Wood—were typical of her never-failing zeal for the ideals of the G. A. R.

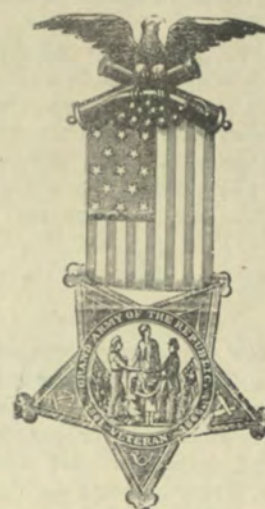
"The Grand Army has disbanded," she said, "but the memory of those loyal Nantucketers must never be allowed to go with them."

For many years, she presented an annual award at the school Memorial Day exercises to the boy who recited Lincoln's "Gettysburg Address." Her remarks on those occasions were filled with the sincere patriotism which so characterized her efforts on behalf of the Grand Army of the Republic.

Eleanore E. Brown was born on July 4, 1859, the youngest daughter of Isaac H. and Elinor (Grover) Fish. Her father was born in Nantucket and went to Boston as a young man to learn the trade of a confectioner. He opened his own store on Winter street in Boston, where he carried on a successful business for several years. Mrs. Brown was born in Milton, and when she was 3 years old her father entered the Union Army as a volunteer, enlisting with his eldest son and name-sake, and serving four years in the Civil War.

She married Everett B. Brown in 1892 and went to live in Lewistown, Pa. A few years later they returned to Nantucket, where Mr. Brown was engineer at the electric plant. Mr. Brown then accepted a position with the Lynn General Electric Co.

During her years in Nantucket, Mrs. Brown resided at the Broad street home of her grandfather Zenas Fish, and at 17 Pleasant street, which was the home of her uncle, Oliver Fish. Sixteen years ago she went to West Lynn to rejoin Mr. Brown.



COM. THOMAS M. GARDNER POST
GRAND ARMY OF THE REPUBLIC
OF NANTUCKET.

Post Secretary Eleanore E. Brown,
Died June 13, 1950.

JUNE 17, 1950.

